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Vol. CCIII, No. 2651
DECEMBER 2, 1950

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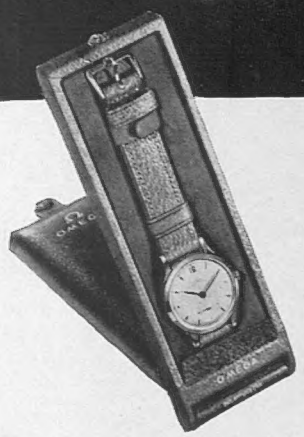

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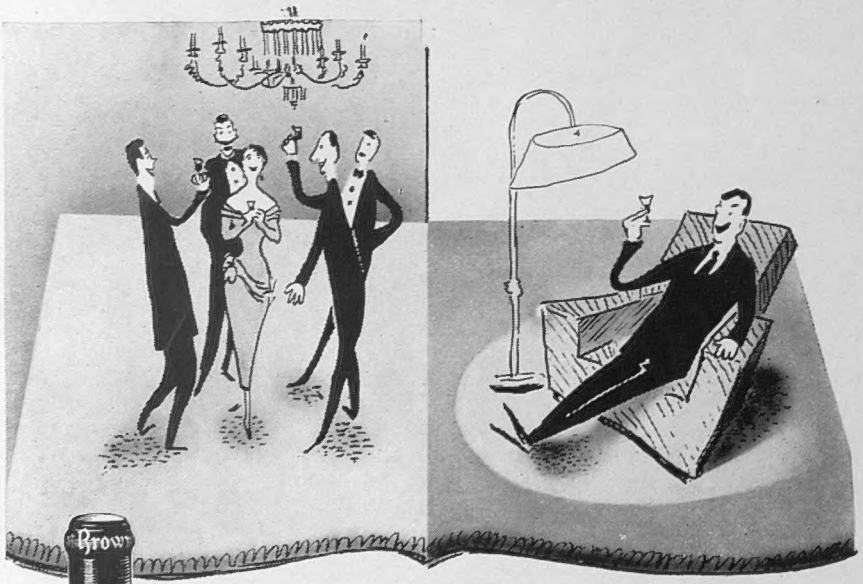

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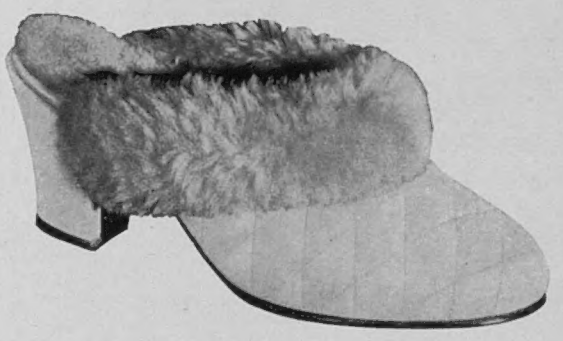

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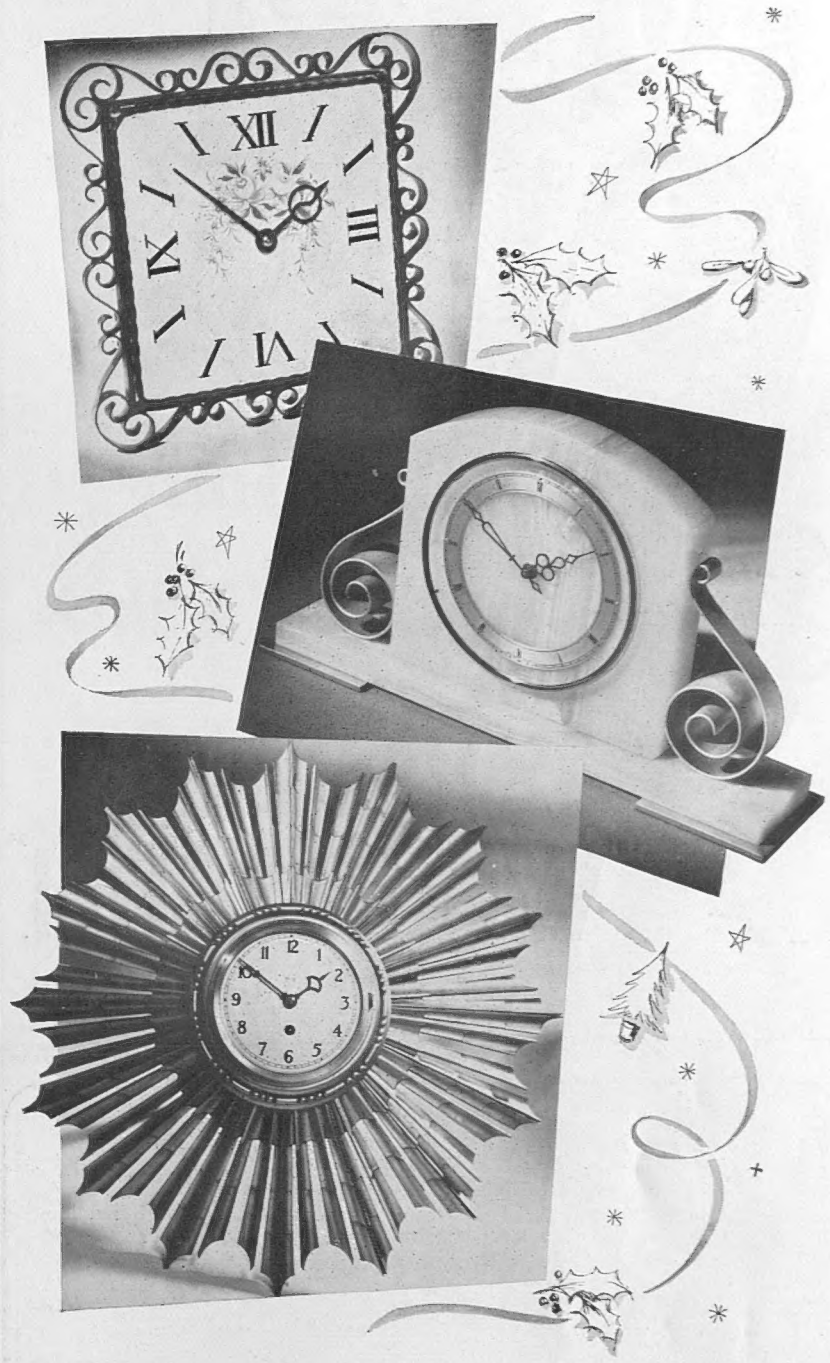

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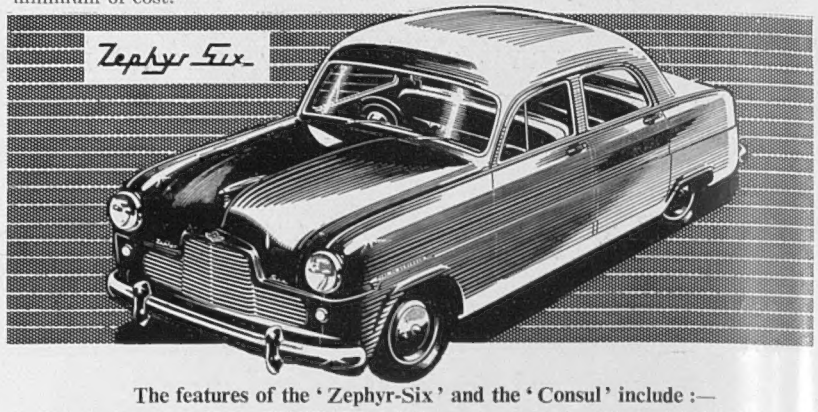
The 'Zephyr-Six' and 'Consul'—these are 'Five-Star' cars indeed! They have brought something entirely new to motoring; in each of these two great cars is incorporated *every* fine feature that contributes to motoring pleasure and satisfaction, at the absolute minimum of cost.



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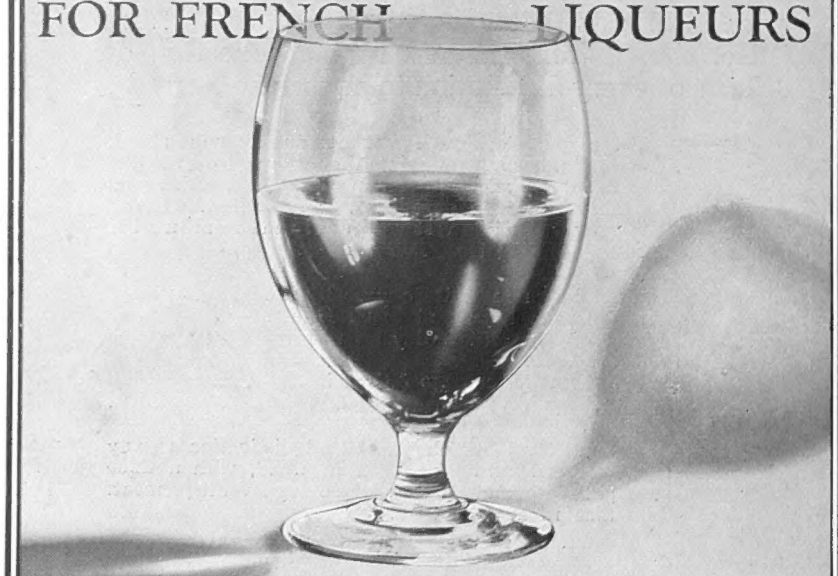

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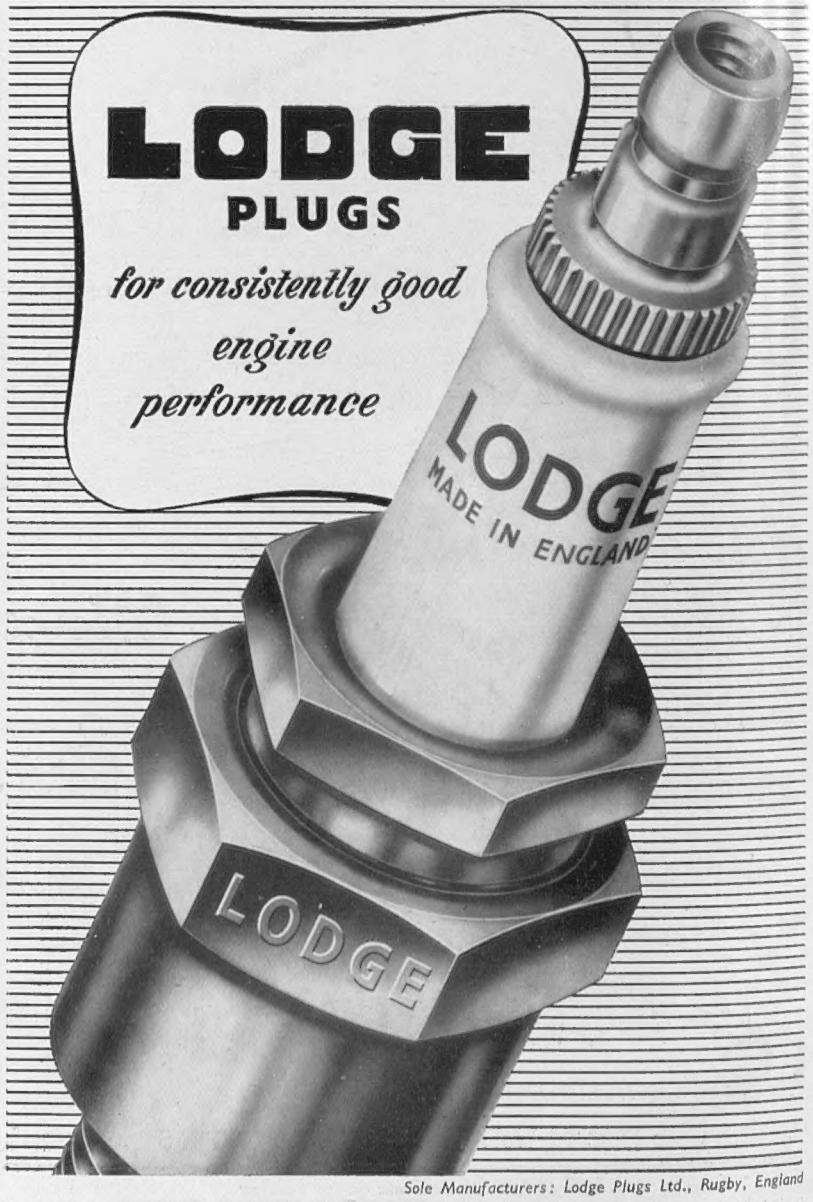

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she did....

Sensible spouse ... she worried to see him strain his eyes with that lamp Aunt Minnie gave them—and got him an Anglepoise. This marvellous lamp of 1001 angles is at once a temptation to curl up and relax with a good book and an incentive to get on with those over-due letters or that knitting. Takes any desired angle and position at a touch—*and holds it*. Throws its clear concentrated light on the object *not in your eyes*. In black or cream and gold. From £4.19.6 (including Purchase Tax). All stores and electricians.

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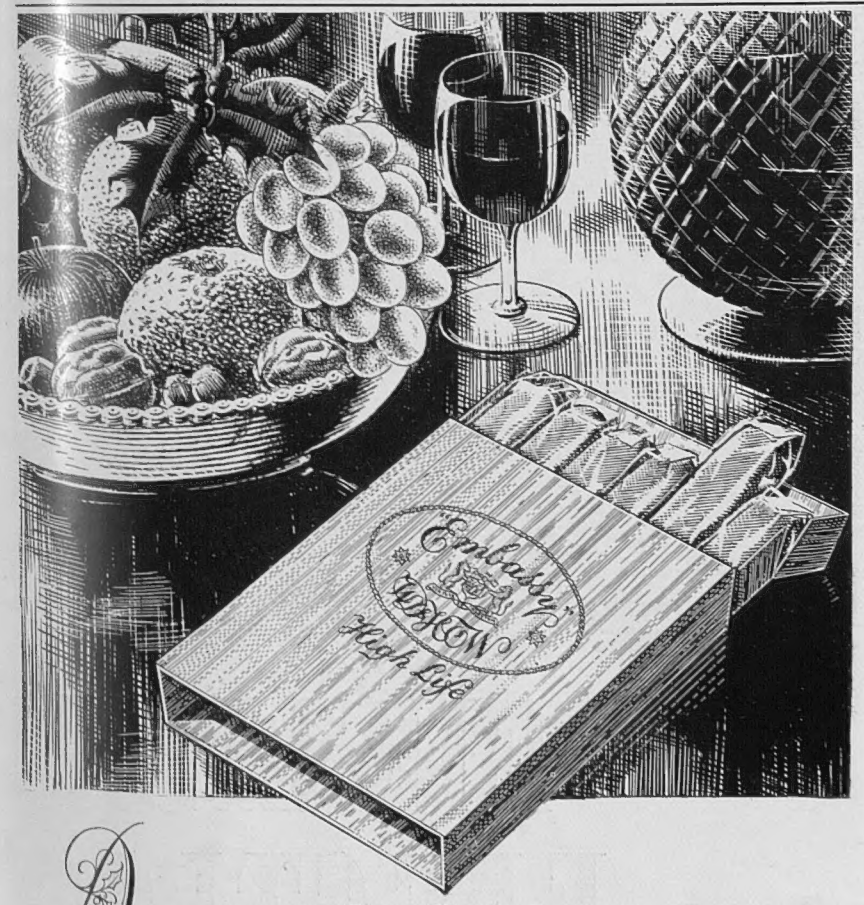

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GIVE EMBASSY CIGARS THIS YEAR ... due compliment to your friends' taste ... fit tribute to your own. These top grade cigars with the mild Havana flavour are inspired gifts indeed.

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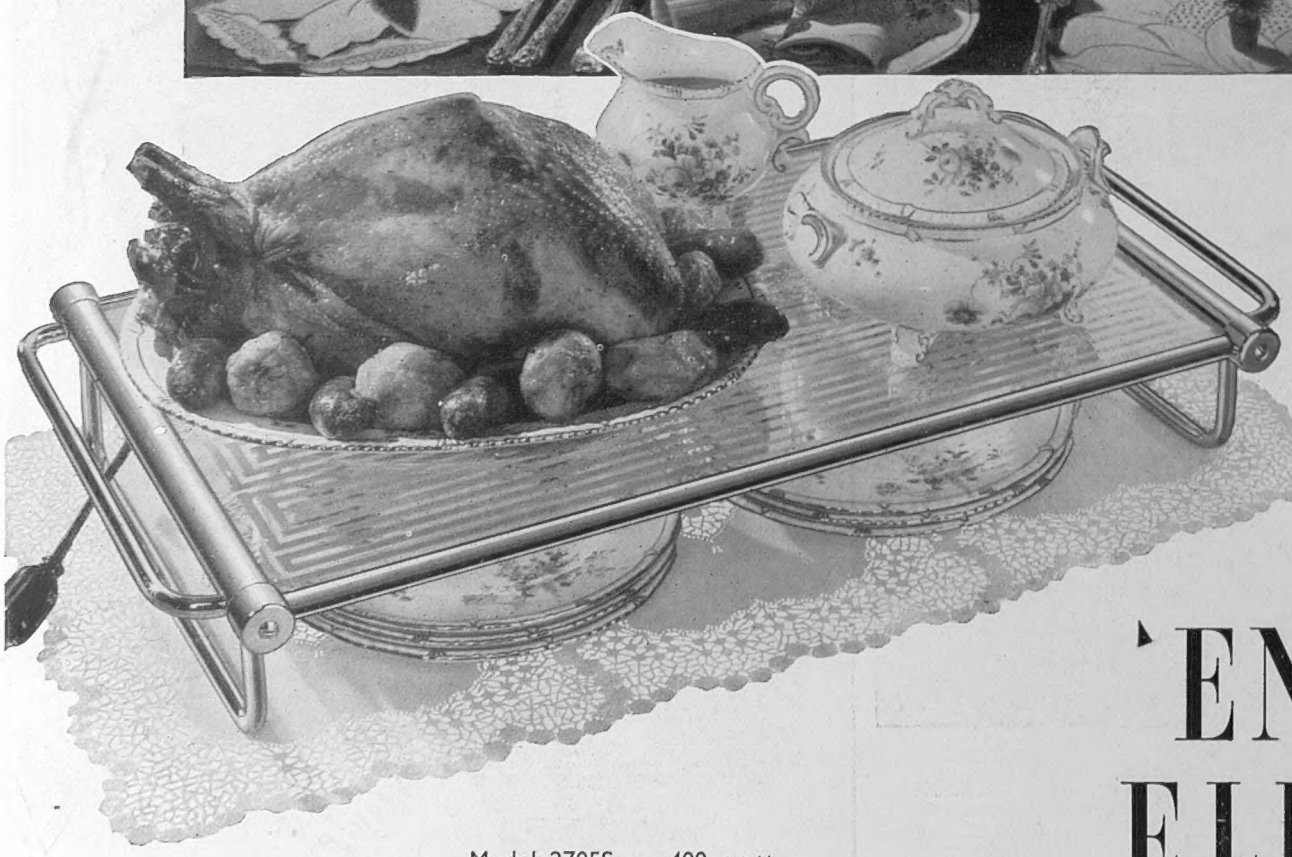

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Volume CCIII No. 2651

The SPHERE, London, December 2, 1950

The SPHERE

WITH WHICH IS INCORPORATED "THE GRAPHIC"

THE EMPIRE'S ILLUSTRATED WEEKLY

THE U.S.S. "NEW JERSEY" BACK TO ACTIVE SERVICE—THE 45,000-TON BATTLESHIP BEING TOWED FROM BAYONNE, NEW JERSEY, TO BROOKLYN NAVY YARD FOLLOWING THE RECOMMISSIONING CEREMONY: The *New Jersey*, which joined the mothball fleet in June 1948, is now almost ready for sea and may soon be despatched to the Pacific theatre, where her sister-ship *Missouri* has been in action, and where she herself saw service during the Second World War.

"Now all hands hear this. Set the watch, the first section. Post the guards. Navigator, you will take the watch as first-officer-of-the-deck." With these words, spoken by the bosun over the *New Jersey's* 500 loudspeakers, the great battleship, for so long a member of the American mothball fleet, sprang into life once again. At the same time the colours were broken aft and the ship's band, on the quarterdeck, played the National Anthem. The Stars and Stripes was hauled up on the staff at the forecastle peak, and the battleship's new commission pennant, a star-spangled red, white and blue streamer, fluttered from the masthead. Fleet Admiral William F. Halsey, who was aboard *New Jersey* during many of the months when he fought the Japanese in the Pacific, attended the recommissioning, as also did many other naval leaders. After the ceremony guests went to the Admiral's suite, the Captain's quarters and the wardroom, where they received hot coffee and glasses of the U.S. Navy's non-alcoholic punch. Cakes with the *New Jersey's* silhouette on the icing were cut. The *New Jersey* was first commissioned in May 1943, the second of the American Navy's 45,000-ton Iowa-class battleships. Her sister-ships are *Iowa* (1942), *Missouri* (1944), *Wisconsin* (1943) and *Kentucky* (not completed). Armament includes nine 16-in. guns and there is 16-in. to 19-in. side armour.

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

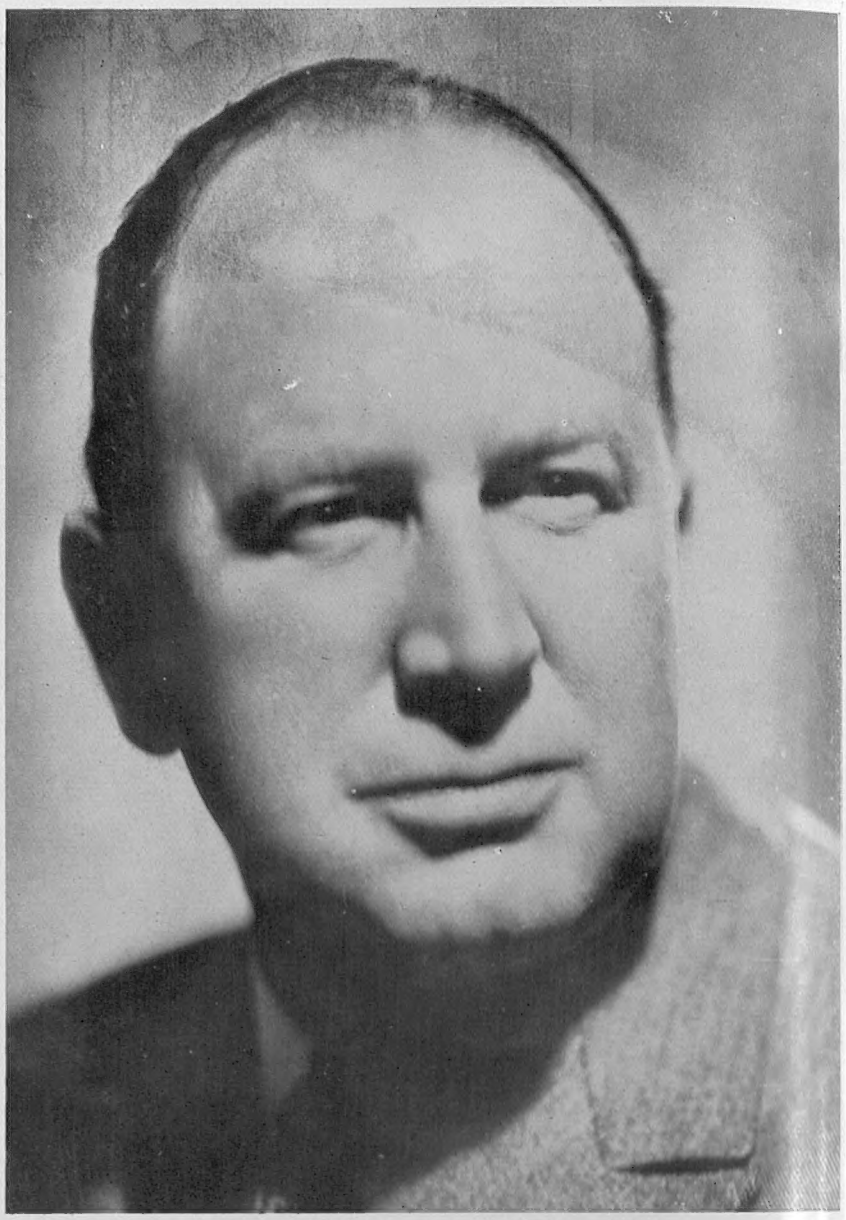
Mr. Bevin's Diplomacy.—Mr. Bevin is one of the favourites in the Cabinet—with the Opposition. It has supported his diplomacy more often than not during five critical years. In the country generally his steadfastness and courage in ill-health and under difficulties have been observed and admired, and he is ranked as a typical English statesman of the bulldog breed. Before this note is published, he will have made a more or less general "apologia" for his policy, and perhaps we shall know more of the why and the wherefore of policies and decisions which have not led us very far along the road to peace and resettlement. No one—wise or foolish—would dare to underrate those difficulties and some quite unforeseeable obstacles which have risen in his path. Nevertheless, the idea has grown of late in the minds of many who have admired the man and often endorsed his policies, that his reign at the Foreign Office has not been happy or fruitful. More than this, a suspicion grows that too often his policy of extemporisation has been dictated not only by unforeseen events but by candid friends not always within the Commonwealth. The handling of Korean diplomacy, of Egyptian diplomacy, of our relations with the Kremlin (throwing in half-a-dozen stern notes sent hither and thither and all rejected), all seem suddenly to bring to a head a revised estimate of Mr. Bevin's five years at the Foreign Office. He seems rather more a puzzled man, in that sense in which Baldwin was often depicted by his detractors; faint, yet pursuing, always trying to catch up with events. By the time these lines are in print, Mr. Bevin may have so argued his case that his reputation as a strong and wise and clear-headed Foreign Minister will be re-established in his own party, in the Opposition, in the country and in America. Whether or no, no critic will question his courage, honesty and patriotism.

Dutch Royal Visit.—The State visit of the Queen and Prince of the Netherlands has gone off successfully along the unchanging pattern of autumn Royal visits, but slightly curtailed. The Queen and Prince were very welcome and showed their appreciation of their reception by the nation. The Dutch understand us and our weather and our obstinacy in the face of aggression better than most. In our long island story we have usually seen eye to eye, as befits two nations which understand the seafaring business. We are both obstinate and cool-headed, calm and, I think, courageous peoples, fairly shrewd in business, sharing a common love of gardens, tidiness and cleanliness. In the latter virtues, the Dutch perhaps surpass us, as in housing. We have learned from them a lot about bulbs and sea defences, skating and land reclamation, and painting. In language and temperament we have much in common, and yet no two nations are more remote in kinship or much more unlike in geographical features. I take off my hat to the Dutch (in whose flat country I have often enjoyed myself profitably) for their tulips and picture galleries (for Vermeer in particular) and their little bricks, and one or two of their expensive restaurants. If I prefer the geology of Sussex for a permanency, that is excusable nationalism. It remains to wonder why it is that we stage so many of our open-air pageants—gay or grave—in the month of November, which is a dark, raw and dreary month, prone to enjoy fogs, rain and gales. This habit of ours proves, if it is not designed to prove, our national toughness. It is made clear that 90 per cent. of our people of all ages are by no means incommoded by the necessity of standing bareheaded in the rain and searching winds for long minutes or even hours at a time.

Sunday Opening.—We are in one of our periodic (and nauseous) fits of morality. As M.P. for the Borough of Erewhon, I should have voted for Sunday opening of the amusement park at Battersea, as I should have opposed the building of this monstrosity in Battersea Park. Illogical, I suppose. I was brought up in a Christian household in Victoria's reign, and my father's liberal ukase was: "You can play games (not excluding cards) *after* you have been to church on Sundays." He was fond of golf and whist, and his brother was a bishop. If anybody who objects to Sunday opening based his objection on genuine hardship caused to those who operate the swings and roundabouts and coconut shies, in the loss of their day of rest and religious contemplation, it would have given me serious pause. But the word "conscience" is too vague and loose, and I confess that the number of citizens known to me who still pass their Sundays in the mid-Victorian and strictest pattern, is too small to be considered. Sunday in London in Victorian days was a day of devastating boredom and dyspeptic depression, a permanent scar on the tablets of my memory. In this year of grace, Sunday is the people's holiday, and I think it should be so, *after church*. A sensible man whose home is in London can perhaps find profitable hours among his books and hobbies in London on Sundays, but the overseas visitor, even less familiar with Sunday observance and owning only a bedroom in an hotel and two small suitcases, might find time heavy on his hands before sunset in June. For museum-trotting is more tiring than cross-country running. And that goes for the roundabouts mechanic. If he is denied the interest of controlling his circumambient horses and swans, what is he to do with his Sunday afternoon? Envy his luckier brethren in the South Coast resorts, who will be "rolling and bowling" at owner's risk.

The Primate, Politics and the Press.—Dr. Fisher is wise and witty. New South Wales is still a long way from Westminster and Fleet Street, strongholds of two of our strongly-entrenched private armies. In Sydney, our Primate found it possible to say some home truths about *our* politicians and *our* Press (as he saw them), which he can only say by innuendo or by soft-pedalling in London or the home pulpit. He said of our politicians: "Much of the criticism that our Parliament is a mere talking shop which does no good, would disappear if politicians conducted themselves at times less like ill-tempered children." Of the Press, he said: "You cannot resist the headline. If there is nothing in the news, you find some trivial thing and make a headline out of that. You might try to educate your reporters to report the précis of a speech instead of reporting isolated sentences likely to attract the reading public." I myself (a reporter not too well educated) have here tried to précis the Primate from "isolated sentences" of his speech reported in *The Times*. These were shrewd blows enough and hit the nails plumb on the head. But Dr. Fisher, when he is at home, does not speak quite so forcibly about politicians and the Press, though he is a frequent and popular speaker. Now why is that? Tact, good manners or fear of the consequences and a bad Press?

Altruism of Mr. Morrison.—Speaking as chief guest at the St. Celia Festival luncheon, Mr. Morrison confessed his taste in music to be entirely reactionary. Speaking for the "ordinary man," he declared that modern music was "so disagreeable that it must be worse than the Victorian." In the same breath he declared that contemporary musicians (presumably all extraordinary men) believed that we write much better music to-day than in Victorian days. Having said so much, Mr. Morrison announced the musical menu for the 1951 exhibition and compared it with the two solid courses (the National Anthem and Hallelujah Chorus) of the 1851 show. Every musical organisation of any standing is to make its special contribution of modern music (so disagreeable to the ordinary man) to be played, sung, danced and whistled all over the country by every medium. Since Mr. Morrison claims to be consistent and logical (as every Minister must), he is confessed an altruist. He sacrifices himself and the common man for the common good, and reveals also once more that the Festival is not intended for the common man.



A POWER IN THE WORLD OF ADVERTISING—THE LATE SIR WILLIAM S. CRAWFORD, K.B.E., WHO DIED IN LONDON ON NOVEMBER 19 AT THE AGE OF SEVENTY-TWO: Sir William, who was founder and head of the firm of W. S. Crawford, Ltd., launched many national campaigns. He was Vice-Chairman of the Post Office Publicity Committee and will be remembered for the part he played in introducing the gold greetings telegram. People, he said, took fright when they received ordinary telegrams. He was a leader in the advancement of specialised typography in advertising, and he spread the high reputation of British advertising throughout the Continent by setting up service branches of his organisation both in Paris and Berlin. Sir William was born in 1878, the son of Robert Crawford, D.L., LL.D., J.P., of Glasgow, and he was educated at Blair Lodge and Frankfurt-on-Main. He was knighted in 1927 for his work as a member of the Imperial Economic Committee.

"Pour Encourager. . . ."—In a sea of constant change, it is solid comfort to recognise one or two unshaken rocks. Nothing is certain (it is cynically said) but death and income-tax. Let us add a third inexorable feature. We may be quite sure that before the first Test Match, here or down under, our chosen team will have been reduced to a state of dither and depression which will ensure their skittling out for a trifling score in the first innings. The chosen cricket journalists, who, like other journalists, must make it snappy, naturally choose the easy way, destructive criticism. "It 's an unhappy crew, indiscipline is rife, the captain has lost heart and grip, the batsmen can't bat or don't try, and the bowlers can't bowl. In short, the selected team is a ghastly rabble and an insult to serious cricket." No doubt, the "rigour of the game" down under requires that an Australian journalist should thus lay the seed of another Australian victory, for there is no more telling gambit in the war of nerves. But need the English accredited experts follow suit, and need the English Press "splash" the denigrations of our own side? Who would be a Test selector, an English Test captain, a chosen player? What a game!

Pharaoh.—Our Test team is not the only institution which has recently enjoyed a bad Press. King Farouk, I am sure, is a great and enlightened sovereign, but his autumn holiday on the Riviera (as reported in the European Press) was a poor preparation for his recent denouncement of his country's treaties with Britain. The Press writers (and indeed the Press photographers) managed, willy-nilly, to present us with the portrait of a potentate not wholly god-like, the portrait of a man (sometimes indeed) whose better acquaintance a fastidious man might well decide to defer. That was a pity for the King and his country's nationalistic aspirations. For both the Sudan and the Canal Zone are important trusteeships in which Britain is primarily concerned, and it is a principle of trusteeship that there must be no resignation until the beneficiaries' interests are assured of no change for the worse. One would have expected that the denunciation of the Treaty would have been preceded by an all-out propaganda drive to impress the world with the wisdom of the King and of his Government, and with the efficiency of his armies. But things fell out otherwise, unfortunately; or perhaps the denunciation was designed for home consumption.

THE OLD STAGER

"WITH BEST WISHES"

It is not too early to think of Christmas presents—especially for friends overseas. Those in search of a gift will find that a year's subscription to THE SPHERE provides an ideal solution. Each week, the new copy will be a fresh reminder of the kind thought and good wishes of the friend at home. Orders for subscriptions for THE SPHERE to be sent overseas can now be taken. They should be addressed: The Subscription Department, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1, together with the name and address of the person to whom the copies are to be sent, and enclosing the price of the subscription. Canada, £5. Elsewhere abroad, £5 5s. (to include the Christmas Number).

THE GRIMMEST DISASTER IN THE HISTORY OF THE LONG ISLAND RAILROAD: Wrecking cranes moving in to lift the first car of one suburban train which had telescoped into the last car of another in the disaster which took place in the Richmond Hill area of New York on the eve of Thanksgiving Day. The collision occurred at 6.30 p.m. on November 22 when workers were returning home for the brief autumn holiday, the crash taking place on a fly-over. At first only fifteen people were reported to have lost their lives, but a day later the toll of dead was given as seventy-six, with a further fifty injured lying in hospital.

DISASTER ON THANKSGIVING EVE

ON THE LONG ISLAND RAILROAD SEVENTY-SIX PEOPLE LOSE THEIR LIVES WHEN ONE TRAIN RAMS ANOTHER

Train No. 780, bound for Hempstead, with more than 1,000 passengers on board, and train No. 174, en route to Babylon, Long Island, with 1,200 passengers, both left the Long Island Station, Manhattan, within a few minutes of each other, and both of them were loaded with city workers returning home on Thanksgiving Eve. The trains were heading for Jamaica, first stop, but the second train overtook the first when travelling at speed, and telescoped the rear coaches with a tremendous impact. The roar of the collision could be heard throughout the Borough of Queens. Police, fire-brigade crews and doctors were swiftly on the spot. The wrecked trains, under the glare of emergency lamps, were swiftly pulled apart by cranes, but it was at once seen that many cases were hopeless and that the death-roll would be one of the highest ever experienced in a suburban crash. Some bodies were decapitated and others so badly mangled that identification was impossible. The acting Mayor of New York, who was quickly on the scene, declared in a statement next day, which made reference to the record of this particular line: "Something must be done to stop this carnage. If public ownership is the answer, that 's it." Mayor Sharkey called for a unified investigation.

DOCTORS AND FIREMEN FIGHT THEIR WAY THROUGH THE WRECKAGE TO THE VICTIMS OF THE LONG ISLAND DISASTER: *Left*—Attempting to extricate one of the injured from a wrecked compartment. *Right*—Ladders placed against the windows during a rescue attempt by a doctor from Bellevue Hospital. Several priests were on the spot in a matter of minutes. One of them, Father Zewicz, of Holy Cross Church, Queens, found a ladder, placed it against a wrecked car and dragged an injured person out. He administered last rites to seven others fatally hurt in the same coach. Steeply sloping banks rendered rescue work very difficult.

IN A WEEK OF ROYAL EVENTS

QUEEN JULIANA'S RETURN TO HOLLAND: PRINCESS ELIZABETH SETS OUT FOR MALTA: THE QUEEN'S KEMPTON VICTORY

QUEEN JULIANA AND PRINCE BERNHARD OF THE NETHERLANDS LEAVE FOR THE HAGUE AFTER THEIR STATE VISIT TO ENGLAND: The Queen arriving to inspect the guard of honour before boarding the red and silver-coloured Dakota in which Prince Bernhard flew her back to Holland. The Prince of the Netherlands was at the controls.

PRINCESS ELIZABETH SETS OUT FOR MALTA: Her Royal Highness with Sir John d'Albiac, commandant of London Airport, as she walked to the aircraft, a Viking of the King's Flight, which took her to Malta. The start was delayed by fog for three hours, and en route the plane was diverted from Nice to Marseilles Airport.

PRINCESS MARGARET AT HATFIELD HOUSE, HERTFORDSHIRE—HER ROYAL HIGHNESS GOES TO CHURCH DURING HER WEEK-END STAY IN THE COUNTRY: Princess Margaret, who was accompanied by her host and hostess, the Marquess and Marchioness of Salisbury, seen on her way to attend morning service at Hatfield Parish Church.

AFTER THE ROYAL VICTORY AT KEMPTON: The Queen and Princess Elizabeth congratulating jockey A. Grantham on his victory with Manicou, the Queen's five-year-old 'chaser, in the Wimbledon Handicap Steeplechase. Manicou is French-bred, being by Last Post, a Tourbillon horse. He jumped well throughout, and sprinted away on the flat to beat the Duchess of Norfolk's Possible. Last season Manicou was only a novice, and it was a good performance indeed to give 3 lb. and a beating to Possible in his first race over fences this season.

THE DUTCH ROYAL VISIT TO LONDON

A PICTORIAL RECORD OF THREE DAYS OF ROYAL EVENTS FOLLOWING THE ARRIVAL OF QUEEN JULIANA AND THE PRINCE OF THE NETHERLANDS

NO. 1. PLATFORM AT VICTORIA STATION WAS GAY WITH FLAGS, FLOWERS, SPECIAL LIGHTING, RED CURTAINS AND 30 YARDS OF RED CARPET: This was the animated scene just after Queen Juliana and the Prince of the Netherlands had stepped from the train which brought them from Dover to London. They are seen with the King and Queen towards the right, and behind them is the line of civic and military dignitaries and representatives of the Government, who were present to meet them. In the foreground on the left (backs to camera) are the Duke and Duchess of Gloucester, the Princess Royal, Princess Elizabeth, Princess Margaret, Princess Alice and the Earl of Athlone. After introductions had been effected, the whole company stood to attention for the playing of the Dutch National Anthem. Queen Juliana afterwards drove in an open carriage with the King to Buckingham Palace.

Below—A CURTSY FOR QUEEN JULIANA: Princess Margaret is greeted by the Queen of the Netherlands while other members of the Royal family look on. Waiting to be received after Princess Margaret are the Princess Royal, the Duchess of Gloucester, Princess Alice and Queen Mary's brother, the Earl of Athlone. The Duke of Gloucester, who went to Dover to greet Queen Juliana, is seen standing on the left.

LONDON'S WELCOME TO QUEEN JULIANA—KING GEORGE VI DRIVING FROM VICTORIA TO BUCKINGHAM PALACE WITH HIS ROYAL GUEST, THE QUEEN OF THE NETHERLANDS: Although it was a typically grey November day, the streets were gay with flags and bunting, and there were cheering crowds all along the route as the King drove in an open carriage in company with the visiting Queen. A Sovereign's Escort of Household Cavalry accompanied them on their drive. Queen Elizabeth rode in a second carriage with the Prince of the Netherlands, and in two more carriages were members of the Royal suites. Six motor-cars followed the carriages.

JOURNEY'S END—THE APPROACH TO BUCKINGHAM PALACE AFTER THE DRIVE DOWN THE BEFLAGGED MALL: The open carriage in which King George VI rode side by side with Queen Juliana is about to round the Victoria Memorial with the Sovereign's Escort following close behind. The Duke of Gloucester, who went to Dover to greet Queen Juliana on her first arrival in England, sat opposite the King and Queen Juliana in the leading carriage, which was drawn by the famous Windsor greys.

QUEEN JULIA[illegible] PAID TWO VISITS TO WESTMINSTER ABBEY DURING HER THREE-DAY STAY IN LONDON: *Left*—The Queen and the Prince of the Netherlands leaving the Abbey after pla[illegible]ng a wreath on the tomb of the Unknown Warrior. This was the Queen's first public act on the occasion of her State visit. *Right*—Queen Juliana walking with the [illegible]ean before laying a wreath on the tomb of William III. King William, Queen Juliana's ancestor, is buried in the vault below the South Aisle of Henry VII's Chapel.

FROM CLARENCE HOUSE PRINCE CHARLES HAD A FIRST-CLASS VIEW OF THE PROCEEDINGS: With Princess Elizabeth holding him, the young Prince watched Queen Juliana and the Prince of the Netherlands as they drove in State from Buckingham Palace to the Guildhall. Queen Juliana brought presents for all the members of the Royal family, including a large rocking-horse for Prince Charles and a smaller model for Princess Anne.

TWO QUEENS VISIT A CLUB IN BERMONDSEY: Queen Elizabeth and Queen Juliana were enthusiastically acclaimed on leaving the Time and Talents Settlement in Bermondsey. It was as a result of what she had heard from Dutch social workers that Queen Juliana had expressed a wish to see this Settlement in the heart of dockland. Forty girls were present and entertained the Royal visitors with dances and songs in Dutch.

QUEEN JULIANA AS HOSTESS—THE QUEEN OF THE NETHERLANDS AND PRINCE BERNHARD ENTERTAIN KING GEORGE AND QUEEN ELIZABETH IN THE SILVER AND GILT BALLROOM AT CLARIDGES: *Left*—Queen Juliana arriving with the Prince of the Netherlands and accompanied by Jonkheer Michiels van Verduynen, the Netherlands Ambassador to the Court of St. James's. *Right*—Queen Juliana and the Prince of the Netherlands receiving their guests. Forty-one members of the Dutch Royal Household were present to help in the service of the banquet. The gold plate which was used and 4,000 dark-red roses were also brought from Holland for the occasion. The banquet was not held at the Dutch Embassy as there is insufficient accommodation there for an entertainment on such a scale.

THE ROYAL GUESTS ARRIVE AT CLARIDGES: *Left*—The Queen being greeted by the Prince of the Netherlands as Her Majesty arrived in company with the King and Princess Margaret. *Right*—The Queen and Princess Margaret at the entrance to the ballroom. Her Majesty wore a crinoline gown of lemon-coloured tulle with silver and gold embroideries. Princess Margaret wore a full-skirted dress with a bodice of multi-coloured flowered satin. After the banquet the King and Queen accompanied Queen Juliana and the Prince of the Netherlands to a reception given by the Government in Middle Temple Hall.

THE ROYAL VISITORS AT GUILDHALL—THE CITY'S WELCOME TO QUEEN JULIANA AND PRINCE BERNHARD OF THE NETHERLANDS AFTER THEIR STATE DRIVE FROM BUCKINGHAM PALACE: The Recorder of London, Sir Gerald Dodson, reading the address of welcome to the Queen of the Netherlands in the library of Guildhall. Queen Juliana is seated on the right of the Lord Mayor of London and Prince Bernhard is on his left. Seated in the right foreground are the Duke and Duchess of Gloucester and the Prime Minister and Mrs. Attlee. Standing on the right are Field-Marshal Lord Montgomery, Mr. Aneurin Bevan, Minister of Health, and Mr. Harold Wilson, President of the Board of Trade. On the extreme left is Sir Frederick Wells, who was the Lord Mayor of London in 1947-48.

QUEEN JULIANA OF THE NETHERLANDS WITH THE LORD MAYOR OF LONDON: *Left*—The Queen with Alderman Lowson on her arrival at Guildhall. She bestowed upon the Lord Mayor the insignia of Knight Grand Cross of the Order of Orange Nassau. *Right*—The Queen receiving the address of welcome from the hands of the Lord Mayor. The scroll, on which the address was inscribed, will later be placed in a casket that is now being fashioned from oak saved from the roof of Guildhall after its destruction in the war. After the presentation of the address a luncheon was held amid the time-worn and bomb-scarred walls of the Guildhall itself.

THE ROYAL PALACE AT SOESTDIJK, THE PROPERTY OF QUEEN JULIANA: Soestdijk was founded by William III, Stadtholder of the United Netherlands and later King of England. William III, only son of William II, was born at The Hague a week after his father's death. His mother was Mary, daughter of Charles I of England. He built the Palace as a hunting resort, and since then several reigning members of the House of Orange have used it as a summer residence. During the French Revolution the property fell to the State, and in 1799 it was converted into a hotel for diplomats and high officials. In 1808 King Louis Napoleon, the brother whom Bonaparte placed on the Dutch throne, took up his residence at Soestdijk. In 1815 the Palace was given back to the House of Orange.

THE ROYAL PALACE AT AMSTERDAM—THE MASSIVE BUILDING ON DAM SQUARE AND ADJOINING THE NIEUWE KERK, WHICH IS SEEN ON THE RIGHT: The Palace was originally built as Amsterdam's Town Hall, a severe building in pseudo-Classical style, the work of Jacob Van Campen, who began his task in 1648 after the Peace of Westphalia. The Palace rests on a foundation of over 13,000 piles.

ROYAL PALACES of HOLLAND

THE HOMES OF QUEEN JULIANA AND HER MOTHER, THE FORMER QUEEN WILHELMINA

Of the Royal Palaces of Holland the best-known is Soestdijk, and it is certainly more attractive than the great, rambling Palace on the Dam Square in Amsterdam, the one-time Town Hall, which has all the massive sobriety of a building built by merchant princes for their civic deliberations. The Amsterdam Palace was completed in the middle of the seventeenth century, and it is chiefly remarkable for the reliefs which embellish its great gables. These celebrate allegorically the glories of the great commercial city, "the Queen of the Seas." The vane on the tower represents a merchant vessel, formerly the crest of the city. All the apartments are richly adorned with sculptures in marble by Artus Quellin and his assistants, and they certainly produce a very imposing general effect. The building became a Palace under King Louis Bonaparte, the third brother of Napoleon I who, in four years of happy and moderately successful rule, so completely identified himself with the Dutch people that when the moment came for the Dutch and French to come to blows, he fled. Louis passed much of the rest of his life in Italy, where he was able to indulge his literary tastes. His younger son became the Emperor Napoleon III.

Another Palace of much interest is Het Loo, the present home of the Princess Wilhelmina, mother of Queen Juliana. This is a charming spot, and in more than one century it has been famous for its gardens, first those in the style of Le Notre, and now those in the English style. Near by is the Old Loo, the property of Queen Juliana.

NOW THE HOME OF WILHELMINA, PRINCESS OF THE NETHERLANDS, THE MOTHER OF QUEEN JULIANA—THE ROYAL PALACE OF HET LOO AT APELDORN : During her reign Queen Wilhelmina delighted to visit Het Loo, and now it is her permanent home, and there she receives her daughter and her grandchildren in the summer months. The Palace was founded by William III and built by Jacob Van Lomans after the plans of Daniel Marot. The beautiful gardens were originally in the style of Le Notre, with fine avenues of trees leading off from the centrally-situated mansion. They were destroyed during the time of Napoleon's dominance, and the restoration was in the English style. King Louis Napoleon lived for a while at Het Loo, enjoying its typically Dutch atmosphere, as he enjoyed everything in the land of his adoption.

THE OLD LOO—THE CASTLE SITUATED NEAR THE PALACE OF HET LOO : The Castle was built at the end of the fifteenth century, but in 1907 it was completely rebuilt stone by stone in the original style, the work being carried out under the direction of Dr. P. J. H. Cuypers. The two main towers are built almost entirely of brick. A moat surrounds the Castle, and it is approached by a drawbridge in traditional style—*These pictures were taken from the air by K.L.M.—Royal Dutch Airlines.*

A FOREIGN NEWS SURVEY

TROUBLE IN EGYPT'S CITIES; THE BATTLE OF THE SECTORS IN BERLIN; AN ARMED SHEPHERD OF NEW GUINEA; THE VENEZUELA ASSASSINATION; THE GUADALCANAL MEMORIAL

THE STUDENTS GO INTO ACTION IN CAIRO AFTER KING FAROUK'S SPEECH FROM THE THRONE ANNOUNCING EGYPT'S NEW ATTITUDE TO THE TREATY WITH BRITAIN: Demonstrators are seen as they hurled missiles at the glass-fronted offices of "Akbar el Yom" ("The Daily News"). The newspaper is one that has been leading the opposition to the Government and its anti-British policy. When the students marched on the building the police threw a cordon round the neighbouring streets, but the students broke through this, shouting "Down with Britain." Police fired shots in the air and there were considerable casualties in the ensuing mêlée. Many demonstrators were hurt in the course of police baton charges. A few days later the students in Alexandria followed suit, demonstrating outside the British Consulate, which is next door to the British Union Club. There was also more trouble in Cairo, about 12,000 youths marching on the centre of the city from the Fuad el Alwal University on Gezira Island.

THE BATTLE OF THE NEWS BOARDS ON THE BOUNDARY OF EAST AND WEST BERLIN: In the foreground is the news board which has been erected in the Potsdamer Platz in the Western Sectors of the city, providing in illuminated letters headlined news for the edification of Berliners living in the Eastern Sector behind the Iron Curtain. In the background scaffolding is being erected for the rival news board with which the Russians are countering Western propaganda. It is so placed that it will almost completely mask the Western Sectors' board. The Russians have also attempted to prevent news filtering from the West Sectors by a barrage of floodlights.

THE ARMED SHEPHERD, WITH BOW AND ARROW AND FULL WAR PAINT: He is one of the guardians of the newly-established flocks at Nondugl, New Guinea, in an area which fifteen years ago was seldom visited by white men. Now in these primitive highlands of the north-eastern portion of the territory, a sheep-breeding experiment is being carried out at the Hallstrom Trust Farm which might change vitally the lives of the Territory people. The farm was started by Mr. E. J. Hallstrom, an Australian philanthropist, in country with a mean altitude of 5,200 ft. and an average annual rainfall of 110 ins. Sheep grow most successfully in Australia in the 10-25-in. rainfall belt. The aim of the experiment is to breed sheep suitable to these excessively wet conditions, and to train the natives in animal husbandry, shearing, wool scouring, spinning and weaving. The Administration made available 620 acres, and Romney Marsh sheep—the most resistant to foot-rot—were flown from Australia late in 1948. There are now about 1,100 sheep on the farm, and as the natives become proficient, the sheep will be distributed among them. Families will be taught the art of spinning and weaving.

***On right*—THE WORLD'S TALLEST BUILDING GROWS 222 FT.: This television mast has been fitted to the summit of the Empire State Building, New York, thus making the total height 1,472 ft. When completed the antenna will service five television stations and should ensure perfect reception of video programmes throughout New York.** At the moment not all is happy in the American television world, as the rival companies are engaged in controversy as to whether or not they should start using colour.

THE STATE FUNERAL OF LIEUT.-COLONEL CARLOS DELGADO CHALBAUD: Cadets in full dress standing watch over the bier as the body of the assassinated President of Venezuela's military triumvirate lay in state. Lieut.-Colonel Chalbaud was shot and killed in an ambush by twenty assailants while on his way from his home to the Presidential Palace at Caracas. His chief assailant was General Rafael Simon Urbina, a former guerilla fighter, who had returned only recently from political exile. Urbina attempted to escape to the Nicaraguan Embassy after the assassination of Chalbaud, but he was followed there and later shot in a scuffle with a Venezuelan State Guard.

JUNKETINGS AT NEW ROCHELLE: Mr. Andrei Vishinsky, the Soviet Foreign Minister; Mr. Lambertus Palar, Indonesian delegate at the United Nations; Miss Noni Palar; Mrs. Palar; Mr. Jacob Malik, Soviet delegate to the United Nations; and Mr. Mohammed Roem, Indonesia's Minister of Foreign Affairs, seen together at a reception at the Palars' home out at New Rochelle given in honour of the visit to U.N. of Mr. Roem.

A MEMORIAL TO THE MEN WHO FOUGHT AND DIED IN THE BATTLE OF GUADALCANAL LOOKS OUT FROM LANDS END, CALIFORNIA, ACROSS THE WATERS OF THE PACIFIC: The memorial, which has just been inaugurated, takes the form of the bridge of the American cruiser "San Francisco," which still bears the scars from Japanese shells sustained in the battle which eventually led to the Americans consolidating their position in the Solomon Islands. In the background of the picture is Golden Gate Bridge, and beyond lies San Francisco Bay.

A NEW BRIDGE ACROSS THE TIBER, STARTED IN THE FASCIST REGIME AND NOW COMPLETED UNDER THE REPUBLIC: The Flaminio Bridge has been built by the Italian Ministry of Public Works to relieve traffic pressure on the old and narrow Ponte Milvio, which lies a few hundred yards distant. The Flaminio, originally a product of the Mussolini age and of the Duce's plans for a finer Rome, is 385 yards long and has five spans, the centre one being 55 yards long. Construction of the bridge was started in 1939, but interrupted during the war years.

MRS. DOUGLAS MACARTHUR GOES SHOPPING: The wife of General Douglas MacArthur is seen (centre) making a purchase at the United States Navy Christmas Gift Shop established at Yokosuka for the benefit of naval personnel in Japan. Yokosuka lies about forty miles from Tokyo.

OFF TO TIMBUKTU: Professor Julius Buedel leaning from a carriage window at Gottingen Railway Station as he set out for Central Africa. He is bidding farewell to his assistant Otto Niebuhr, who will join him early next year and help him in his investigation of climatic influences on the African continent. Professor Buedel's trip is sponsored by a German scientific society. He will cross Africa from Ethiopia to Nigeria, and will return to the Mediterranean through French Equatorial Africa. A placard on the carriage of the train proclaims that Timbuktu is the goal of his journey.

THE FIRST CATCH FOR AUSTRALIA'S NEW WHALING INDUSTRY: A 40-ft. bull whale being towed up the slipway to the flensing deck at Babbage Island Whaling Station, Western Australia. The Federal Government is going in a big way into the whaling business off the central-west coast. The Commonwealth Whaling Commission will start serious operations early next year and hopes to process about 1,000 whales in 1951. Its factory at Babbage Island, Carnarvon, is equipped with up-to-date machinery, manned by twenty-six Norwegians. This picture was taken when the Commission recently made catching and plant tests off Babbage Island.

AMERICA'S CARRIER-BORNE JETS GO INTO ACTION

SUCCESSFUL HIGH-ALTITUDE ENGAGEMENTS AGAINST SOVIET FIGHTERS

A PANTHER JET ROARS DOWN THE FLIGHT DECK OF THE UNITED STATES CARRIER "BOXER," WHICH HAS BEEN IN ACTION OFF THE COAST OF KOREA: According to a naval spokesman in Washington the U.S. Panthers have been acquitting themselves brilliantly in the Korean theatre of war, particularly on November 18, when they engaged in a high-altitude battle with Russian-made jets. No American planes were damaged, but three of the Soviet-built MIG 15's are said to have been hit.

The news that U.S. Panther jets have met Soviet-built jets in action over North Korea and that they have emerged with credit, was announced with jubilation from Washington last week. The battles took place at altitudes between 32,000 and 35,000 ft., and the American machines inflicted damage on their opponents. The Soviet fighters were MIG 15's. These are probably a development of the MIG 9, the twin-jet heavy fighter developed by Arten L. Mikoyan and Mikhail L. Gurevitch, a design team that came into prominence in the late '30's. The MIG 9 came into being in 1946. It was one of the first all-Russian jet-fighters to go into service, and brought its creators a Stalin prize in money form. The American Panther is a product of the Grumman Corporation. It has one fuselage-mounted high-powered jet engine, and is a low-wing cantilever monoplane with pilot's cockpit well forward of the wings.

U.S. JET FIGHTERS ABOARD THE CARRIER "LETTE": Two of the machines are ready to be catapulted from the flight deck to pound enemy concentrations in North Korea. *On right*—Anti-aircraft gun crews engaged in practice in U.S.S. *Boxer*.

THE WEST COAST OF FORMOSA, WHERE A CHINESE COMMUNIST INVASION IS MOST LIKELY TO TAKE PLACE: This aerial view shows the coastal plain with the mountains of the Central Massif in the distance. On the west there are good beaches, while in the east the mountains drop almost sheer to the sea. To-day Chiang Kai-shek has a large army concentrated within his island bastion, and apparently of recent months much has been done to render it efficient both as regards leadership and physical fitness.

REPORT ON FORMOSA

ANTI-COMMUNIST BASTION OF THE FAR EAST

Where the Chinese Nationalists Have Been Preparing for the Coming Struggle

DESCRIBED AND ILLUSTRATED
By
HORACE BRISTOL

TO-DAY the fate of Formosa is balanced precariously between three unknowns.

First is the intention and ability of the Chinese Communist Army to effect a successful landing on the island from its bases across the 100-mile Formosa Straits. Discussion of this factor is essentially futile speculation, for there are good indications that even Mao Tze-tung may not know the answer to this question, so unsettled is the day-to-day military situation in Asia.

Second is the position of the United States regarding the defence of this last stronghold of the Nationalist Chinese Government, to which America has given half-hearted aid since the end of 1945. Recent announcements by State Department and Defence officials have given a categorical answer to this: The United States will use its military forces to help defend Formosa against aggression on the part of Communist forces, now assembling on the mainland, should they venture an invasion attempt.

At the present moment, the only U.S. forces available are the various units of the Navy comprising the 7th Fleet, plus the support of aircraft based on Okinawa, 400 miles to the north. These units in themselves would probably not be able to forestall a landing by troops transported in hundreds of small, motor-driven, practically unsinkable wooden junks. However, recent events in Korea have convinced at

(*Continued on following page*)

THE PATTERN OF RURAL FORMOSA: This aerial view shows farmlands in the hill country, which abounds in pools and small lakes. The dark patches represent rice paddies, which are partly submerged in water, while the lighter patches are devoted to various other crops, among them tea and vegetables. Sugar is a particularly valuable crop in Formosa, the average annual yield being just over 17,000,000 tons, the fourth largest of any country in the world.

A TYPICAL RURAL SCENE WITH A SMALL VILLAGE SURROUNDED BY ENCLOSED LAND: The fields are not divided by low hedges, but by trees. The whole atmosphere of the countryside is one of intense fertility, and Formosa has comparatively little difficulty in sustaining its much-augmented civil and military population.

REPORT ON FORMOSA

THE ANTI-COMMUNIST BASTION OF THE FAR EAST

(*Continued from previous page*)

least a large and influential group of Chinese and Taiwanese that the United States would not confine its defensive aid to Fleet action, against these transport junks, should the Reds make the attempt. It is the threat of mass bombing by B 29s, and the growing realisation in Asia that the United States, at long last, has drawn its defence line in the Far East—and that this line definitely includes Formosa, as well as Korea !

To the Chinese in Formosa, this means only one thing—now they are no longer alone in their long struggle against Communism in Asia.

Which brings us to the third unknown, the willingness of the Chinese soldier to fight in the final, all-out battle against an enemy who has consistently pushed him back, sometimes fighting, sometimes running, from North China to the sea, who now controls not only practically 100 per cent. of his homeland, but holds the safety of most soldiers' families and loved ones in its power. According to reports from the mainland, the Communists count on large-scale defection on the part of the Nationalist troops should a successful landing be made.

This was probably a good bet a year ago ; perhaps no more than six months ago, in spite of a reformed army under new and energetic leaders, it was still a reasonable probability. Even General Sun Li-jen, able commander of the ground forces, whose vigorous and successful achievement of retraining every man in his estimated army of 600,000 veterans, is quoted as replying to a question last year as to his conviction regarding the number of men who would fight should the Communists effect a successful landing, with the not-too-cryptic answer, " Three divisions (out of fourteen) ; mine ! " Since that time, all the troops are Sun Li-jen trained, and with equal confidence he insists that they will give a good account of themselves under any circumstances.

To-day the emphasis is definitely on the individual soldier, his health, his welfare—and his state of mind. More than any other, the man responsible for this change in the Army has been General Sun Li-jen. His conversion of the ragged, discouraged units which escaped from the mainland into a dynamic fighting force has been achieved by hard work and the willingness to accept personal responsibility for his men.

First step on the part of General Sun Li-jen was to establish training schools, not only to bring up the military efficiency of his troops, but to give them a good political indoctrination in the reason for their last-ditch fight. In groups of 8,000, with six to eight weeks of concentrated training, including the handling of all types of weapons available, with special emphasis on expert marksmanship and the handling of mortars and light field guns which will decide the success or failure of Formosan defence, it has been possible to build up a definite *esprit de corps* among troops that are still not too well fed.

Sun Li-jen's chief problem is how to meet a threatened invasion along several hundred miles of sandy coastline, where a non-mechanised landing in force is theoretically possible almost at will for shallow-draft vessels such as those which are now being built along the mainland littoral. The possibility of simultaneous landings of small Commando parties from north to south must be met by instantaneous defence, before the Communists can infiltrate.

To meet this threat, the Nationalist soldiers have been trained to fight in small units, each operating with a considerable amount of initiative to meet any situation that might arise. Thus if multiple landings of hundreds of small, independently operating Commando parties are made, they will be met by equally independent defending forces. Perhaps for the first time in recent years the average Chinese Nationalist soldier believes he has a chance to win !

REBUILDING THE NATIONALIST AIRFIELD AT CHI-I, IN CENTRAL FORMOSA, A LABOUR OF LOVE UNDERTAKEN BY THE PILOTS, GROUND CREWS AND ADMINISTRATIVE STAFF OF THE NATIONALIST AIR FORCE : The work is being done entirely by the personnel of the base, with no coolie labour whatsoever. Each person has been assigned a square which he has to complete in accordance with specifications. Some men have been going out in the middle of the night to get ahead with the work and to take advantage of less sultry weather conditions. The airfield was used by the Japanese during the Second World War, but it was bombed out of existence by the American Fortresses. The original runways were designed essentially for light Japanese planes.

NATIONALIST FIGHTER-PILOTS RECEIVING A BRIEFING BEFORE TAKING OFF FROM FORMOSA : The pilots for the most part have American equipment, and they are urged to keep it in first-class condition, as replacements these days are seldom possible.

A YOUNG AIR FORCE CAPTAIN FROM CHIANG KAI-SHEK'S PUBLIC RELATIONS SECTION : During his career as a pilot he was shot down three times and crashed once through engine failure. Now it is his task to boost Nationalist morale.

TRAINEES RETURN FROM TRENCH DIGGING : Young recruits to the Nationalist service singing as they march towards the bath-house. They represent a high standard of physical fitness, and are typical of the new army which is now being built up in Formosa under the practised eye of General Sun Li-jen, who is responsible for all military training. The General is said to have wrought an important transformation in a matter of months, welding units, previously ill-trained and ill-led, into a fine new army.

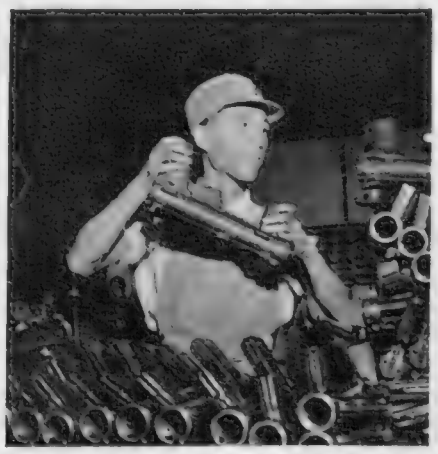
THE LEADER OF A NATIONALIST TANK GROUP: With his signalling flags he puts his men through their drill. Owing to scarcity of petrol, practice consists of little actual manœuvring.

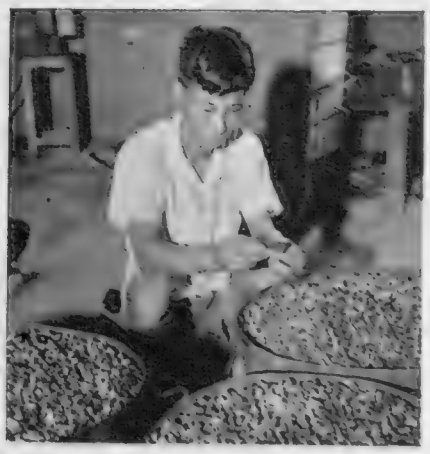
ORDERS OVER THE "INTERCOM": A tank commander of the Nationalist forces seen engaged in communication drill.

A NATIONALIST TANK SQUADRON IN TRAINING: Upon receiving the word of command the line of men rushes for the tanks, and the men take their places in them. The tanks, American in origin, have all been demilitarised and given to the Nationalists solely for training purposes.

TAIPEH, THE FORMOSAN CAPITAL, FROM WHERE CHIANG KAI-SHEK DIRECTS HIS LAST STAND AGAINST THE COMMUNISTS: The large building in the centre is Chiang's headquarters, and near it are the offices of other leaders in the administration. For months past Taipeh has swarmed with troops and Government officials, and by degrees the atmosphere in the city is becoming somewhat more favourable to the once hated Nationalist regime.

BUILDING A BOMB SHELTER IN TAIPEH: A craftsman at work removing the wooden shuttering into which the cement was poured and in which it has now set. The shelter, one of thousands now under construction, will later be covered with earth. There are many old Japanese shelters standing in Taipeh, but they are not considered bomb-proof any more.



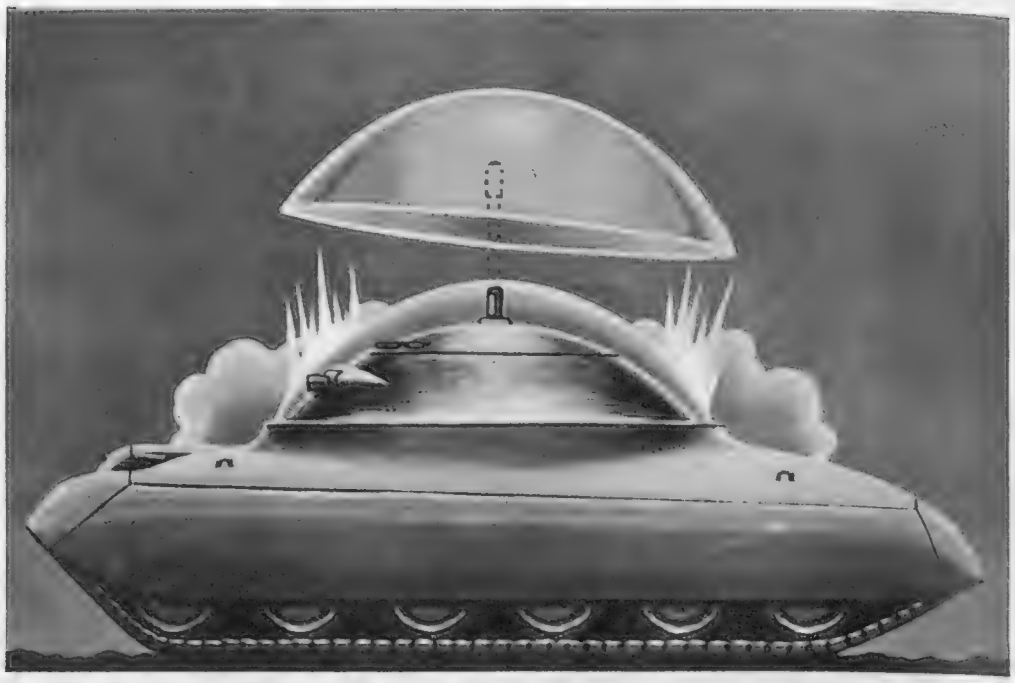


THE MEN AND THE ARMS THEY HANDLE: *Left*—A soldier of Chiang's new army with his rifle held at the port. *Second from left*—An infantryman in his trench during manœuvres in the Formosan countryside. These exercises, often using live ammunition, are held in thinly-populated areas designated for training purposes. *Second from right*—An operative at work in the arsenal at Kao Hsiung, where automatic weapons are turned out in large numbers. Construction is simple, and the production rate is high. *Right*—Testing cartridge-cases at the new Formosan arsenal. The arsenal is still under construction, but several departments are in operation.

UNDERSEA TANKS AND UNDERSEA SOLDIERS

TWO NEW ASPECTS OF AMERICAN TECHNIQUE IN AMPHIBIOUS WARFARE

HOW THE UNDERSEA TANKS WOULD COME ASHORE: These two drawings, recently published in an American engineering journal, show undersea tanks being lowered onto the sea-bed from a military transport before making their way ashore to deliver a surprise attack. The moment the watertight tanks reach terra firma the clear plexiglas domes which cover the turrets while under water are blown off and the tank crews are ready for immediate action. As yet, undersea tanks are still in the blue-print stage, but they represent a natural development from the amphibious tanks of the 1945 War, and there seems to be no strong argument against their development. Underwater "pathfinder" flares are shown in the drawings.



A BABY SUBMARINE WITH TRACK GEAR: This is the American conception of the undersea tank showing the plastic bubble top, of clear plexiglas, which is blown off as the tank rolls ashore to fulfil its mission. The bubble top ensures the complete sealing of the vehicle during its short journey beneath the sea. The main armament of the tank, it is suggested, would be a 105-mm. recoilless gun mounted on one side of the turret and there would be a powerful flame projector on the other side. Above these two would be a battery of machine-guns.

ONE OF THE FROGMEN WHO HELPED TO CLEAR WONSAN HARBOUR FOR MACARTHUR'S INVASION: He is seen in his rubber canoe after returning to his parent craft, the work of destroying mines and underwater installations successfully completed.

IT MAY OFFER THE SOLUTION TO SOME OF THE MANY PROBLEMS OF SPEARHEAD LANDING OPERATIONS: An undersea tank, its plastic top blown clear, attacking a machine-gun post as it rolls ashore at the head of its squadron. On a heavily defended coast the undersea tank would not be able to advance until frogmen had dynamited a way through the defences, but once through it would make short work of shore installations and would speed the establishment of a bridgehead.

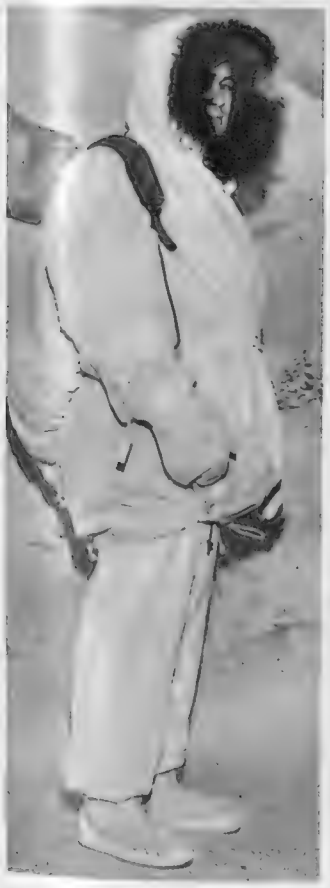
THE FROGMEN REACH THE SHORE: American specialist troops seen with their rubber canoe which they use to provide cover. In the Wonsan invasion their main task was to clear about 1,500 mines in order to prepare a way for the landing-craft.

PADDLING THROUGH HEAVILY MINED WATERS: A party of frogmen operating off the Korean coast prior to the Wonsan invasion, when they played a major role in clearing the area of mines to make way for the landing-craft. With the aid of helicopters flying overhead, mines were detected as they floated 3 or 4 ft. beneath the surface. Coloured markers were then placed over the mines, and one by one they were put out of action by the frogmen. These underwater demolition teams, which did so much to ensure the success of General MacArthur's skilfully planned invasion at Wonsan, operated from the high-speed transport, the U.S.S. *Diachenko*.

THE MASKED CRUSADER: The black mask worn by this United States Marine is not intended to frighten the enemy, although it may well do so. It is part of the special Arctic equipment which has been issued to United Nations forces which are now encountering bitterly cold weather in operations near the Manchurian border.

FIGHTING THE COLD IN NORTH KOREA

How American Troops are Battling with the Sub-Zero Weather in the Far North



HELPING TO FIGHT THE "COLD" WAR: *Left*—The Arctic Assembly, a uniform issued to units fighting in snow. The over-white garments provide good camouflage. *Right*—Clothing issued to United Nations forces for use in dry-cold weather. Much of this equipment has been tried out by the U.S. forces during their exercises held in Alaska since the end of the Second World War.

FIGHTING FROST WITH FIRE: Clad only in light clothing, as winter issues have been slow in reaching the front line, American soldiers keep warm round a roaring fire and protected by a wind-break. Of recent weeks there has often been day-long sunshine with biting winds.

THE SEVENTH REGIMENT OF THE UNITED STATES MARINES MARCHES THROUGH HAGARU DURING THE DRIVE TOWARDS THE CHANGJIN RESERVOIR AREA: This unit had just received its issue of winter clothing. Other units have had to wait their turn, not because of any shortage of supplies, but because of communication difficulties now that snow is falling in some areas.

IN THE MORNING THE JEEPS HAVE BEEN HARD TO START AND CONVOYS HAVE BEEN SLOW IN GETTING UNDER WAY: Here a unit of the 7th Cavalry Regiment is seen crossing a river by an underwater sandbag bridge. Convoys have had a hard task in the cold weather which suddenly swept over North Korea, as the only oil available for them was summer grade No. 30.

The sudden onslaught of the North Korean winter, which brought temperatures around zero and snow in some sectors, has been causing more trouble to the United Nations forces than has the enemy. Apparently the sudden drop in temperature caught the troops unprepared in the front lines, the bulk of the warm clothing being in rear-echelon supply depots. It was not possible to run supplies immediately up to advance position foxholes, and consequently there was hardship among both British and American units. At the time of writing, the matter is being swiftly righted. As far as the British troops are concerned, it appears that the 29th Brigade left England fully equipped for the winter, but that units of the 27th Brigade, drafted from Hong Kong in haste, have been dependent upon American supplies in accordance with an agreement made earlier in the year. There is apparently quite sufficient winter clothing in Korea for all troops.

THE FOREIGN LEGION on the RED FRONTIER

The Legendary Legionaries of France Again Play their Traditional Role—this Time Against the Reds of Viet Minh in Indo-China.

PHOTOGRAPHS BY PAUL ALMASY

GUARDING ONE OF THE KEY ROUTES OF INDO-CHINA : Men of the French Foreign Legion at an advanced post from which they could command the road approach over many miles. Since this picture was taken the forces of Viet Minh have overrun the area, and it is to be supposed that the Legionaries, in accord with their tradition, stuck there to the last. So serious is the situation in Indo-China that France has decided to send large numbers of reinforcements, including additional units of the Foreign Legion and other crack infantry.

AT A REST CAMP BEHIND THE LINES : Members of the Foreign Legion discussing the news of the day outside their cookhouse. To them the fighting in Indo-China is just another job, involving inevitably thirst, hardship and fatigue. As ever their great fighting qualities have saved many a difficult situation during the period when they have been outnumbered by the heavily-reinforced Viet Minh forces.

Last week the French Committee of National Defence, which consists of the Prime Minister, the Minister of National Defence, and the three Service Secretaries of State, with President Auriol in the chair, met to discuss the Indo-Chinese situation. From their meeting emerged the decision to send immediate reinforcements to Indo-China, men, tanks, artillery and aircraft in large enough numbers, it is hoped, to stem the Red tide. Bearing the brunt of the battle to date have been the soldiers of the Foreign Legion, who have been engaged for many weeks past in a series of desperate rearguard actions. Paul Almasy's photographs on these pages reflect the traditional toughness of these men, soldiers from twenty different countries, escaped criminals, honest Frenchmen with a sense of adventure, united by a common enemy and a common flag. These pictures are of men of the Third Regiment of the Legion, the most-decorated unit in the French Army. The Legion was first raised in 1831 to utilise the services of foreigners sympathetic to the French conquests in Algeria. In 1884 it was divided into four battalions, to which a fifth was added in 1891. The Legion greatly distinguished itself in France in both Great Wars, in particular with the Free French Forces in 1944-45. Now it is serving with gallantry in France's long-drawn-out Colonial war, which is emerging as a major part of the great Asian conflict now taking place also in Malaya and along the Manchurian border. That the Legionaries will not falter in the task in Indo-China is the fixed belief of every Frenchman.

SURVEYING THE INDO-CHINESE BATTLEFIELD : Jean Auriol (left), who commands French troops in the Chinese frontier area, discussing the progress of the campaign with his Staff Captain, who points out the current situation in regard to the various key forts, many of which have been manned by units of the French Foreign Legion.

THE LEGIONAIRE OF NOBLE TRADITION : Sergeant Radde, one of the many German members of the Legion, displays his impressive array of decorations at a ceremonial parade "somewhere behind the lines" in Indo-China.

ONCE HE WAS A COLONEL IN THE LUFTWAFFE : To-day he goes by the name of Adam and he is one of the parachutists of the Foreign Legion. Some say that he played a big part in Skorzeny's rescue of Mussolini from his mountain prison; but, as with all other members of the Légion Étrangere, the past is dead and buried once a man has signed enlistment papers.

THE MAN WHO COMMANDS THE FOREIGN LEGION IN INDO-CHINA: Colonel Constans seen with the Legion's guard of honour. Earlier in the campaign his men held the key post at Langson, which was overwhelmed by Viet Minh

DRINKING THE WINE OF HIS NATIVE ALSACE: A young soldier refreshes himself after the march. Most Legionaries carry with them the memory of some personal tragedy. Many of them try to exorcise it with two things—fighting and alcohol.

USING A TELESCOPIC PERISCOPE TO KEEP WATCH ON THE FRONTIER: With this equipment the Legionaries maintain constant vigilance on movements in "Red" territory. The watch has to be of the most rigid character, as in this terrain there is ample opportunity for cover and, consequently, for surprise.

EN ROUTE TO THE BATTLE AREA: Members of a column of Legionaries on their way to a forward position halt for a mid-day meal. The food is often rough in the extreme, as they have little time to spare, and forced marches are the order of the day in this time of dire emergency in Indo-China.

THE FLAG OF THE THIRD REGIMENT OF THE FOREIGN LEGION IS THE MOST DECORATED IN THE FRENCH ARMY: Here it is in charge of a colour-party during a recent parade in Hanoi. From the flag hang the medals of the Legion of Honour and the Medaille Militaire with sixteen palms. The colour-party consists of a lieutenant and the five most decorated old soldiers of the Third Regiment, two of them bearded and bewhiskered. Standing on the right is Sergeant Radde, a German member of the unit.

AS WINTER APPROACHES THE SHEEP ARE DRIVEN ACROSS THE UPLANDS TO WARMER COUNTRY: This is one of the many recurring annual tasks on the Scottish hill farms, which to-day are enjoying an unprecedented prosperity. Pre-war stock and crop production have been reached, and the 16,000 hill farmers, who between them farm 4,000,000 acres, are looking forward to even better times ahead. The pictures on these pages, taken on the estate of Mr. Francis Balfour, in the Strathardle area, typify the life on these large holdings, where conditions of living have improved steadily.

HARVEST-TIME ON MR. FRANCIS BALFOUR'S BIG HILL FARM IN THE STRATHARDLE DISTRICT: Corn being stacked in one of the large drying shelters on the estate. Stout wire runs the full length of the shelter and the corn is stacked across the wires. There is a space down the centre which allows the wind to blow down and dry the corn. Mr. Balfour is seen engaged in stacking.

BETTER TIMES for the SCOTTISH FARMER

Production is High and Conditions Have Vastly Improved on Highland Hill Farms

The only grouse a Scottish farmer has these days is the one he shoots on the moors. Pre-war stock and crop production has been reached, and in some instances, has been overtaken. To-day there are 228,000 more beef cattle in Scotland than there were in 1941, and the unconfirmed figure of 86,000 acres under wheat shows a 6,000-acre increase over the 1939 figure.

Other figures tell the same satisfactory story. Barley, which was 99,000 acres in 1939, is now 154,000; potatoes are grown on 194,000 acres against the 1939 figure of 134,000. Livestock production is increasing. Sheep, down to 6,164,000 in 1947, has risen to 7,395,000 (almost back to the 1935 figure), and pigs, which dropped to 150,600 during the war, are back to the pre-war 250,000. Poultry has overtaken the 1935 figure, and has risen from 6,000,000 in 1943 to 9,807,000 in 1950. Dairy cattle from 736,000 in 1935, 740,000 in 1939 to 856,000 in 1950.

Hill farmers particularly have witnessed a great improvement in conditions during the last twenty years. Francis Balfour, whose family have been farming in the Strathardle district for the past 400 years, to-day farms 15,000 acres. His own experiences reflect those of the other 16,000 hill sheep farmers who occupy between them 4,000,000 acres of Scottish hills.

Twenty years ago his father farmed 8,000 acres, employing seven men, with a crop production limited for the farm use. Most of the farmhouses only had cold water, no inside conveniences and no electricity. Although the same number of black-faced sheep roamed the hills there were no out-wintered cattle.

SELECTING YOUNG BEEF CATTLE FOR MARKET: With one of his shepherds, McDougal, Mr. Balfour makes a tour of the pastures.

TESTING HIS EXPERIMENTAL SILAGE PIT FOR THE WINTER FEEDING OF CATTLE: Mr. Francis Balfour engaged in experimental work on his farm. Ensilage or silage is the process of storing and preserving succulent fodder (green corn, clover, etc.) in air-tight silos or pits by compression and partial fermentation. Mr. Balfour's work in this direction is watched with interest by other hill farmers, and it is his hope that his experiments will lead to more farmers keeping cattle for winter feeding.

THE MODERN HILL FARMER: Mr. Francis Balfour with his wife and his niece outside their home at Kindrogan House, near Kirkmichael, on the Blairgowrie-Pitlochry Road. Mr. Balfour, who carries out the supervision of his 15,000-acre estate, has five farms, and in all there are thirty-three men working there. He serves, in addition, on many agricultural committees, and he is one of the pioneers of modern hill farming.

THE OLD TYPE OF FARM-WORKER'S COTTAGE: With neither hot water nor electricity and, indeed, very few amenities, it now stands empty, and employees have modern homes.

THE SEMI-DETACHED HOMES PROVIDED FOR THE FARM WORKERS OF TO-DAY: These cost £3,400 to build. They have electricity laid on, and hot and cold water. Mrs. Will Todd, wife of one of Mr. Francis Balfour's shepherds, is seen at her back gate feeding the chickens. The shepherds on Mr. Balfour's estate receive £5 4s. per week and live rent free. In addition they get 1 ton of potatoes per annum, milk, coal and logs. Overtime pay is 2s. 6d. per hour. Those shepherds who keep hens are permitted to buy their hen food at cost price from the farmer.

HOW THE MODERN HILL FARMER "RIDES THE RANGE": In his ex-Army Weasel, Mr. Francis Balfour is able to cover large areas with comparative speed. On this particular errand Mr. Balfour was distributing mineral salt to the flocks which roam the hill tracts. There are 3,000 sheep on his estate, and seven shepherds.

There are now thirty-three men working on "The Laird's" estate. There are five farms, each with a working grieve, seven shepherds, who look after the 3,000 sheep and the out-wintered cattle. The new cottages have electricity, inside conveniences and hot and cold water. There are eight tractors, each equipped with a full set of implements, two Weasels which replace the horse entirely on the hills and rough ground, a jeep, a Landrover, a huge Mac tractor for snow-plough, modern hay-making machinery, power-driven reapers and binders, and potato-lifter. The value of the stock and equipment is roughly £34,000.

Francis Balfour loves his land. He does not employ any foremen, but prefers to supervise all the work himself. He knows how to do every job on his land, and still finds time to serve on twelve agricultural committees. He is one of the real pioneers in modern hill farming in Scotland. He keeps 150 breeding cows, and firmly believes that if every hill farmer in Scotland put ten to twelve out-wintered cross-Highland or cross-Galway cattle on to the land it would greatly increase beef production in Britain.

He has 5,000 acres of arable farmland, producing potatoes and oats, and apart from producing his own cattle feed, in a peak year he sold 1,600 bags of grain (barley and oats) and 400 tons of potatoes.

He shares with his wife the profitable hobby of growing virus-tested seed potatoes. Every potato is tested for eel-worm, and he has undertaken to have all seeds examined and bags sealed by the Department of Agriculture before sale. Biggest assets to the hill farmer have been the Hill Farming Act of 1946, and the Marginal Agricultural Production Scheme. The Hill Farming Act has made possible the rehabilitation of the whole farm by paying 50 per cent. of the cost of approved schemes for reconstruction. This has enabled farmers to install electricity, repair roads for communications, remake all fences, plant shelter belts and reclaim derelict areas of grassland.

IN STRATHARDLE HE IS THE LAIRD: Mr. Francis Balfour standing beside one of his large corn driers. He is seen leaning on one of his large collection of shepherd's sticks.

A PROFITABLE SIDE-LINE: Mr. and Mrs. Balfour are seen engaged in lifting some of their carefully-grown virus-tested seed potatoes. For these they receive £40 per ton. Ordinary stock seed fetches £15 per ton, and Certificate "A" £10 per ton. Farmers in Strathardle used to be content with a yield of 5 tons per acre, but now they are dissatisfied with less than 8 tons.

IN THE ESTATE TIMBER YARD: Mr. Balfour is seen engaged in stacking newly-sawn wood. In his yard all the timber used for estate building and for fencing is prepared.

FOUR OF THE PAINTINGS MADE ON PINHEADS: Each has been enlarged many hundreds of times, so that they can be made visible to the human eye. The six landscapes and one portrait included in the present collection took three years to paint. From the top down—a portrait of President Peron of Argentina; a country house near Los Andes in Chile; the Cajon del Maipo, near Santiago; and a painting of sailboats offshore.

The PINHEAD PAINTINGS of EGIDIO BOSCHI

A Rare Exhibition Opened Recently in Milan

THE TOOLS USED IN THE PAINTING OF THE TINY PICTURES: The brush (a matchstick with a human hair attached); the tiny palette carrying colours for at least ten more pinhead subjects; and the lens used by the artist.

A CLOSE-UP OF THE MICROSCOPE-SHAPED LENS SUPPORT WHICH HOLDS THE PIN: The paintings are viewed with one eye held to the glass tube fixed between the arms.

THE ARTIST DEMONSTRATES HIS TECHNIQUE: The brush is scarcely visible in his right hand. On the desk is the palette, which only measures three by four centimetres.

THE ARTIST, EGIDIO BOSCHI (FACING CAMERA), AT THE EXHIBITION IN MILAN: Visitors are inspecting the seven paintings through specially constructed microscopes.

A rare and strange exhibition was opened recently in Milan when Italian painter Egidio Boschi showed to a fascinated public a wonderful series of six landscapes and a portrait of President Peron of Argentina, each of which has been painted on the head of an ordinary pin.

The forty-seven-year-old painter was born in Genoa, but has lived for many years in South America: his collection of pinhead paintings took three years to complete. But he can make no more: the strain of working with a magnifying-glass has lost him the use of his left eye.

Egidio Boschi's tools were a human hair fixed to a matchstick, special colours and a lens. The hair was taken from the back of his hand, the part of the body which grows the thinnest hairs; the colours were specially strengthened to stand up to magnification of 1,000 times.

Only one person at a time can view the paintings, as they can only be seen through specially constructed microscopes. The collection is to be exhibited later in Paris, London, Madrid and New York. The four pictures on the left, taken from the collection, show the wealth of detail which the artist has been able to include in his paintings.

FIVE DOWN IN A CRASH ON AN AUSTRALIAN RACECOURSE : Before a horror-stricken crowd at Canterbury Racecourse, a small circular track in the suburbs of Sydney, five jockeys and their mounts came down in the closing stages of the race for the Burwood Mixed Stakes, and miraculously enough there were no serious injuries. Among the jockeys involved was Jack Thompson, who recently returned to Australia after a successful season over here. The horses involved were King Radd (W. Hogg), Captain Dink (ridden by the apprentice W. Tracey), Old Jamaica (apprentice M. M'Coy), Audacious (apprentice M. Cracknell) and Navda (J. Thompson). The trouble occurred at the turn into the straight, when King Radd was about to challenge the leaders. As a result of his fall the other horses came down in turn.

THRILLS AND SPILLS OF THE TURF

On the Flat in Australia, and Over the Sticks in England

THE FAVOURITE FALLS AT THE LAST FENCE : G. Bishop, on School Treat, which started at odds of 13 to 8 on, coming to grief at the final jump in the Charlecote Novices Steeplechase at Birmingham. Just behind is J. Carey on Milton Arms. School Treat, which twisted awkwardly in the fall, broke his back and had to be destroyed. Carey, on Milton Arms, came down, remounted, and afterwards came in a bad third.

THE TRAGEDY WHICH MARRED THE FIRST RACE ON THE BIRMINGHAM CARD : Jockey G. Bishop sprawling on the turf (right) after his mount School Treat (seen in background) had fallen at the last fence, suffering fatal injuries. On the left are jockey Carey and his mount Milton Arms.

ALL THE INGREDIENTS OF A PHOTO-FINISH ; BUT IT DID NOT MATERIALISE : Bush Wind (nearest camera), Channel Star (centre) and Nitrogen (on rails) battling out the last strides of the Two-Year-Old Maiden Stakes at a recent meeting at Rosehill, Sydney. Bush Wind, which had started a hot favourite, only came on the scene in the closing stages of the race. In the last strides she forged ahead of Channel Star to win by half-a-length, and Nitrogen was a head away third. This picture, taken by a photographer on the rails, shows Bush Wind's jockey riding out the finish with calm confidence.

A NEW VISTA OF WESTMINSTER ABBEY

THE GRAVESEND LEGEND: THE BROWNING CHAPEL

WHERE THE INDIAN PRINCESS POCAHONTAS IS SAID TO BE BURIED—THE CHURCH OF ST. GEORGE, GRAVESEND, KENT, WHICH MAY BE DEMOLISHED: The Vicar says that it will cost £100,000 to restore the church. Inside the church a tablet records that Princess Pocahontas, or Metoak, daughter of the mighty American Chief Powhatten, was converted to Christianity in 1613 and at her baptism received the name Rebecca. According to legend she saved a soldier from being beheaded by Indians, and then married Thomas Rolfe, a settler in Virginia. The tablet records that "she was graciously received by Queen Anne, wife of James I. In the twenty-second year of her age she died at Gravesend, while preparing to revisit her native country, and was buried near this spot on March 21st, 1617."

THE GLORY OF WESTMINSTER ABBEY REVEALED BY THE DEMOLITION OF THE OLD WESTMINSTER HOSPITAL: The view from Central Hall showing the Abbey, St. Margaret's Church, Big Ben and the Victoria Tower. The site in the foreground is intended to be used for the building of the new Colonial Office. Some weeks ago Lord Halifax, in his capacity as High Steward of Westminster, wrote to the daily Press with a plea that the site of the hospital be left vacant and that the present view of the Abbey be secured for all time. Lord Halifax's original letter has since been strongly supported.

THE SITE OF THE VAULT IN ST. GEORGE'S: Mr. George A. Tatchell, Church Warden, stands above the spot where it is said Princess Pocahontas lies buried. On the chancel wall is the tablet.

"LET US NOW PRAISE FAMOUS MEN"—THE BROWNING CHAPEL IN ST. MARYLEBONE PARISH CHURCH WHICH HAS NOW BEEN DEDICATED BY THE DEAN OF ST. PAUL'S: Dr. W. R. Matthews performed the ceremony of Dedication at morning service last Sunday week. The chapel has been made possible through the efforts of the Rector and Archdeacon of Hampstead, Prebendary H. J. Matthews, and others, and supported by Browning Societies in the United States. It is furnished with much of Browning's own furniture, the gift of Mrs. Reginald Smith, of Mayfair, who knew the poet more than sixty years ago. The old study table is the altar and one of his chairs is for the use of the priest. The chapel is decorated in blue.

INSIDE THE TROPHY ROOM AT ST. PAUL'S CATHEDRAL: A model of Sir Christopher Wren's "Great Design" for the rebuilding of the Cathedral which was rejected by the Commissioners on account of its unorthodoxy. The model, constructed in oak, was set up in the courtyard in 1674. During the Second World War it was taken to pieces and sent to the country for safe-keeping. The model was returned to St. Paul's trophy room in 1947, at the time of the 250th anniversary of the Cathedral's rebuilding.

THE UNIQUE LIBRARY AT ST. PAUL'S CATHEDRAL FOR WHICH THE DEAN AND CHAPTER HAVE APPEALED FOR FUNDS: The money is required for the upkeep of the library and to meet the cost of rebinding many of the books. The library is open to the public, and especially to students. The portrait over the gallery, by Sir James Thornhill, is of Henry Compton, Bishop of London during the rebuilding of the Cathedral. The coat of arms beneath is of King William III and Queen Mary II. In 1949 the Dean and Chapter made new additions to the library to form the basis of a "living centre of learning." The acquisitions included a series of historical manuscripts relating to the ecclesiastical, political and social history of the sixteenth century. It was estimated in 1949 that £40,000 would be required to complete the purchase of manuscripts, and for the general maintenance of the library.

THE WORLD IN CONCLAVE

THE STRASBOURG ASSEMBLY AND OTHER VITAL MEETINGS

COUNT SFORZA'S APPEAL FOR CAUTION AND COMMON SENSE: The Italian Foreign Minister addressing the European Consultative Assembly at the start of its resumed session at Strasbourg. In dealing with the divergences between those members who are ready to go ahead with the creation of a Federal European Government and those who wish to make less haste, Count Sforza reflected a spirit of compromise in the midst of a somewhat tense atmosphere. His eloquence was loudly applauded by fellow delegates.

EAMON DE VALERA ARRIVES AT "THE HOUSE OF EUROPE": The leader of the Fianna Fail at Strasbourg, where he took part in the rather tense deliberations of the Consultative Assembly. Mr. de Valera was formerly a President of the Assembly of the League of Nations, and he has for long been a leading protagonist in the cause of European unity.

BACK FROM THE UNITED STATES: General Effisio Marras (left), who was appointed Italy's Chief of General Staff at the beginning of November, seen at Rome Airport where he was met by General Enrico Cappa, who has succeeded him as Chief of the Army Staff. While in Washington, General Marras discussed vital aspects of Italian defence.

BENELUX CHIEFS OF STAFF MEET IN BRUSSELS: General Baele, of Belgium (right), is seen facing General Blanc, of France, across the table. Fourth from the left, a somewhat unfamiliar figure in civilian dress, is Field Marshal Sir William Slim, Chief of the Imperial General Staff. It has been the policy of all the Benelux Powers of recent months to reinforce their national defences in conformity with treaty obligations. Belgium is extending the national service period and is now calling up conscripts at nineteen instead of twenty. France has increased the period of military service from twelve to eighteen months, and has agreed upon a peacetime standing army of twenty divisions.

THE NETHERLANDS AND INDONESIA DEBATE THE VEXED PROBLEM OF NEW GUINEA: The Dutch Premier, Dr. Drees, addressing the conference at The Hague which has as its object the settlement of the New Guinea question as it exists between the two countries. West Irian, the Indonesian name for West New Guinea, has been for over a year the most explosive issue between the Republic of Indonesia and the Netherlands. Indeed, it nearly wrecked the conference at The Hague a year ago. Now the status of West Irian must be settled. The Dutch have an unexpected ally in their claims in Australia's Foreign Minister.

HALF-WAY ACROSS THE WORLD ON A MISSION OF VITAL SIGNIFICANCE: Members of the delegation of nine Chinese Communists seen on arrival at Northolt Airport from Prague, as they completed the penultimate leg of the air journey to Lake Success for the United Nations debate on Formosa. A representative of the Foreign Office met the delegates and later saw them off for New York from London Airport. The last lap of the journey was made in a B.O.A.C. Stratocruiser. On left centre is General Wu Hsu-Chaing, leader of the delegation. He is head of Soviet and European Affairs in the Chinese Foreign Ministry

GRAND DAY DINNER IN MIDDLE TEMPLE

AND OTHER HOME NEWS RECORDED IN PICTURES

THE GRAND DAY DINNER IN MIDDLE TEMPLE HALL : This was the scene of splendour as the Queen, a former Treasurer of the Middle Temple, dined with the Benchers, barristers and students of the Inn. Her Majesty sat beside the Master Treasurer of Middle Temple, Sir Henry MacGeagh, K.C., beneath the great equestrian portrait of Charles I.

THE QUEEN ARRIVING AT MIDDLE TEMPLE HALL : Her Majesty with the Master Treasurer, Sir Henry MacGeagh, K.C. The Queen was first conducted to the Bench Chambers, where her fellow-Benchers were assembled, and afterwards walked in procession through the company of barristers, guests and students to the dais in Middle Temple Hall. During the evening a Loving Cup was presented to the Queen, and after she had drunk from it, it was circulated round the hall. The Rose Water Bowl was also circulated in accordance with ancient Middle Temple ritual.

THE BIRTHPLACE OF PETER FRASER : Mrs. Gray, whose late husband was a close friend of Mr. Peter Fraser, ex-Premier of New Zealand, standing outside her home, Fraser Cottage, in the village of Fearn, in Ross and Cromarty. Mrs. Gray and her fellow-villagers have been following with concern reports of the serious illness of the New Zealand statesman who visited them only three years ago. Mr. Peter Fraser was born in 1884, and he did not emigrate to New Zealand until he was twenty-six. In his early days he was a docker.

LAUNCH OF THE "JALRAJENDRA" FOR THE SCINDIA COMPANY OF BOMBAY : The 8,700-ton vessel, with a rose garland round her bows, about to enter the waters of the Clyde after her naming at Lithgow's East Yard, Port Glasgow.

A COCONUT IS BROKEN ON THE SHIP'S BOWS : Mrs. Snantkuman Moran Jee, wife of the chairman of the Scindia Company of Bombay, conducting the launching at Port Glasgow of the 8,700-ton *Jalrajendra*. When she arrived at the launching platform Mrs. Jee first painted a swastika on the ship's hull. Then she threw lavender water, rose petals and rice over the swastika, finally breaking a coconut over the hull and proclaiming the ship's name.

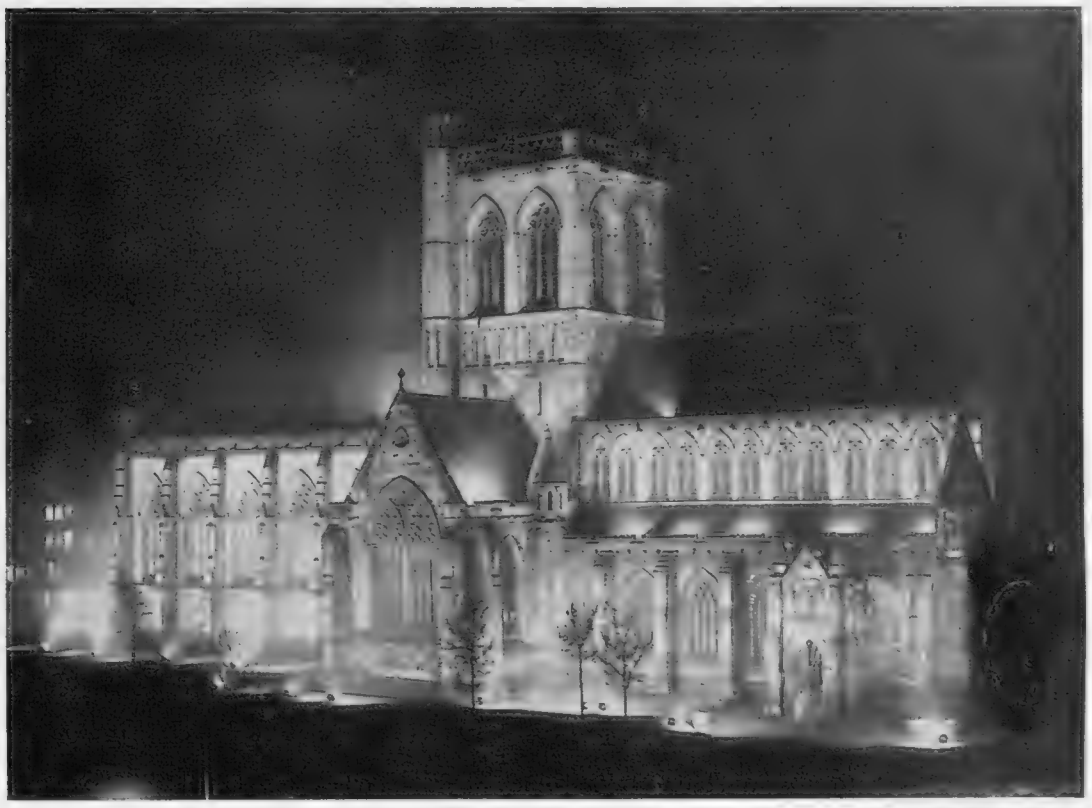
A SCOTTISH FESTIVAL THEATRE UNDER CANVAS : Mr. Kenneth Ireland, general manager of the project, seen with a scale model of part of his theatre which is to occupy a marquee at Pitlochry, Perthshire. The theatre, due to open on May 19, 1951, will present a different play on each day of the week. The stage will be a combination of the Græco-Roman and of the modern proscenium stage. There will be seating capacity of just over 500, and no seat will be more than 30 ft. from the stage.

THE PROGRESS OF THE £2,000,000 ROYAL FESTIVAL HALL : The building, as it now appears, just behind the London County Council's new river wall in the downstream sequence of the Great Exhibition of 1951. On the left is the old Shot Tower with its new superstructure. Preliminary details of the Festival programme at the concert hall have already been announced. One of the first events will be a concert conducted by Toscanini, and there will also be a recital by Yehudi Menuhin and his sister

HOME FROM A ROUND-THE-WORLD TRIP: Relatives and friends of the crew of *Aries III* are gathered round the Lincoln aircraft on arrival at Manby Airport. The *Aries III* had completed a 25,000-mile round-the-world flight in twenty-eight days, including stops. On the outward journey the plane established a new point-to-point record of 14¼ hours between London and Khartoum, and, in addition, made one of the first non-stop crossings of the Indian Ocean by a land plane.

RETURN OF THE "WILLIAM SCORESBY": Members of the crew of the research ship seen at Plymouth after completing their voyage to the Atlantic and Indian Oceans. During the voyage whales were marked, and when these whales are harpooned at some future date valuable evidence will be obtained as to migratory habits.

JANNA'S ADEMA PARADES THE SALE RING AT PETERBOROUGH: At the British Friesian Cattle Society's auction of Dutch Friesians, this pedigree bull was sold for 5,200 guineas. Janna's Adema was bred by Mr. M. J. Wiermsa, of Roordhuizen, Friesland. Prices were high and bidding was brisk at the auction.



TO MARK THE FESTIVAL OF ST. CECILIA, PATRON SAINT OF MUSIC, PAISLEY ABBEY WAS FLOODLIT: Within the Abbey a recital was held, and this was the first time since 1695 that the festival has been celebrated in Scotland. St. Cecilia, Roman saint, virgin and martyr, figures largely in legends of the fifth and sixth centuries, but it is known that as early as the fourth century her day was set aside in Rome.

BUILDING AUSTRALIA HOUSE, THE NEW GLASSHOUSE AT KEW GARDENS: Work in progress on the foundation walls of the building which will accommodate a great part of the Australian collection, which has been built up with seeds sent by Captain McEacharn, who spent much time in the Commonwealth collecting for the Gardens. The new building, the first of any importance to be built in the Botanical Gardens since the war, will be 93 ft. long, 52 ft. across, and approximately 30 ft. high. The architect is Mr. F. L. Rothwell. The glasshouse is expected to be open by midsummer 1951, and the authorities at the Gardens have received promises of more plants from Australia after the house is completed.

A SUB-TROPICAL OASIS IN SUBURBAN LONDON: Looking from the steps of the Temperate House at Kew towards the foundations of the new Australia House. Australian plants are very difficult to rear in this country, but Mr. Raffil, Assistant Curator in the Temperate House in Kew Gardens, has had considerable successes, and the new house, adapted to his needs, will undoubtedly facilitate the task.

On Stage and Screen

IN LONDON, MILAN, STUTTGART, NEW YORK AND HOLLYWOOD

"THE PERFECT GIRL" FLIES TO CEYLON: Kerima, the twenty-two-year-old Arab girl from Algiers whom Director Carol Reed has selected for his latest film, based on a Conrad story, seen as she left London Airport with film actor Trevor Howard en route to Ceylon, where they are now beginning work together. Carol Reed picked Kerima for the part of Aissa after a world-wide search, and he made his choice initially by means of a photograph. For his starring part he demanded a girl with "character, beauty, a dark complexion, great dignity, a proud and graceful carriage and just a suggestion of mystery."

LEONIDE MASSINE AND ALICIA MARKOVA DANCE TOGETHER FOR THE FIRST TIME IN ENGLAND: The two celebrated ballet stars rehearsing *Petrouchka* for the Festival Ballet at the Stoll Theatre in London. Massine, as of old, invests the title-role of *Petrouchka* with poetry and pathos. Stravinsky's revised version of the score has been adopted. *Petrouchka* is perhaps not Massine's finest ballet, and he will probably always be remembered best for his part in *La Tricorne*.

SHE WHO GOT SLAPPED: Maria Montez (left), the American actress, receiving a blow on the face from the German actress Petra Peters, during the filming of *The City of Violence* in Milan. Petra gave Maria such a lusty blow, it appears, that there was a brawl, and it was some time before Maria could be persuaded that the slap she had received was in the best interests of film-making and was not delivered with "malice aforethought."

THE CHAPLINS AT A HOLLYWOOD FIRST NIGHT: Mr. Charles Chaplin and his wife Oona seen together at the Sadlers Wells premiere in the film capital, where the ballet stars had a tremendous reception.

FRAU ELSE HEIMS, WIFE OF THE LATE MAX REINHARDT, RETURNS TO THE GERMAN STAGE: Frau Heims with Herr Theodor Loos in a scene from the Spanish play *Trees Die Upright*, in which they are appearing together at the Stuttgart Playhouse. When Hitler came to power Max Reinhardt, greatest of modern German producers, left the Reich and settled with his wife in California.

ROBERTA PETERS MAKES HER BOW IN NEW YORK: The twenty-year-old soprano leaving the Metropolitan Opera House after her debut as Zerlina in Mozart's *Don Giovanni*. Roberta Peters, who has never before appeared on any professional stage, substituted for the part at a day's notice, and afterwards received a well-deserved ovation from the first-night audience. Born in New York, Miss Peters has been studying operatic repertory as a member of the Kathryn Turney Long Opera Courses, and has, indeed, received all her training in New York. She had her first audition at the Metropolitan last January, and was shortly afterwards engaged for the present season.

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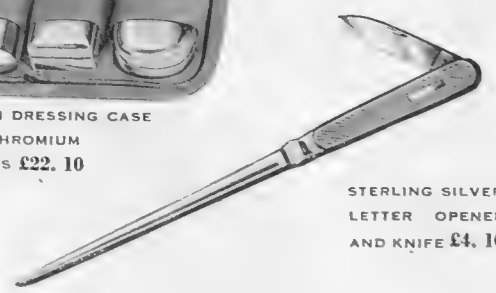

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The World of Books—By VERNON FANE

A DEAD MAN FIGHTS FOR ENGLAND

Sir Duff Cooper's Remarkable Novel, a Model for Young Writers in its Superb Simplicity

SIR DUFF COOPER'S story, OPERATION HEARTBREAK (Hart-Davis. 8s. 6d.), is a little gem. It is also an example of how an author may tell a story without a single irrelevancy and yet without missing a single point or a single situation which will add to the poignancy of the effect he is building up. Young writers, please read and mark. The soldier whose life and death are recounted here was born in a military family and, after his parents' deaths, brought up in another. To be a good soldier was his ambition to his dying day, and, if it was an ambition he achieved, it was still unrecognised by those superior officers who might have forwarded his career. For Willie, though a subaltern and eventually a captain in a good regiment, never went to war until his dead body was washed up on a foreign shore and the papers and plans in his uniform pocket made a vital difference to his country's campaign. There is not a word to spare in this brief and really moving novel, and I recommend it to you with confidence.

There are, on the contrary, several hundred or more words to spare in Mr. John Hersey's novel THE WALL (Hamish Hamilton. 15s.), a large tome which, using the device of the rediscovery of lost records, tells the tragic tale of the systematic extinction of the Jews in the Warsaw ghetto. That gigantic and deliberate murder plan is history, and one of history's most bitter facts. Mr. Hersey has built on facts here, but has created his own characters and individual situations to illustrate them. The result, although he writes with passion and conviction, is curiously less violent and overwhelming in its impact than would be an impersonal official record or, of course, such an eye-witness account of Warsaw's agony as General Bor's book.

NEVER DIES THE DREAM (Reinhardt and Evans. 10s. 6d.) is a further novel with a Bangkok setting by the author of *Anna and the King of Siam*, though with considerably less drama, and more day-to-day documentation. Mrs. Margaret Landon knows her Siamese setting well, for she lived there for ten years as a representative of a missionary body, and the reader always has the impression that each detail is exact, to the scent of a flower or the colour of a cloth. This authenticity of atmosphere is an attraction in Mrs. Landon's work, and, in this novel it has to carry the main burden, for the story itself is episodic, scrappy and by no means of the first interest. It is in conveying the essential feeling of the Bangkok of twenty years ago that this writer triumphs, and not in the weaving of a plot.

From Siam to Pennsylvania, or thereabouts, with Mr. John Burgan's novel LONG DISCOVERY (Putnam. 10s. 6d.); a story of the conflct between a young and an older generation in a mining town set in a beautiful part of the American countryside. It is claimed for the book that the little community it describes might serve as a microcosm of life anywhere, but here I am in disagreement, for I would have said that mining towns in any country had their peculiar and separate problems, and that, in addition, a mining town in the United States had a wholly different way of life from its counterpart in Poland or Durham. Carping apart, however, this is a workmanlike novel and, in its quiet way, informative.

THE OTHER SIDE OF THE SUN (Heinemann. 10s. 6d.) is one of those scientific romances in the tradition of Jules Verne and H. G. Wells, which are generally—and regrettably—confined nowadays to the comic strips. Mr. Paul Capon has quite obviously had fun in the planning of it, and I, for one, had great fun in its reading. Here is real escapism for you, hundreds of thousands of miles of it, for the space ship with which the story is concerned makes a successful journey to a new planet and there decants its passengers to make their own discoveries of eggs with blue yolks, people who abhor wood, and a time and trouble-saving system of telepathy. All very entertaining and to be followed, I 'm glad to see, by a sequel.

Mr. Max Steele's first novel, DEBBY (Secker and Warburg. 10s. 6d.), has won a literary prize of distinction in the United States, a circumstance which inclines the reader to respect if nothing more lively. But it is a melancholy and even repellent theme that he has chosen, and the reader may find it in his heart to question the committee's choice, for Debby is a mental deficient, and her life as servant in an American household, though by no means tragic, is neither edifying nor, to put it bluntly, interesting. It is as if the young author had chosen as handicapping a subject as possible, and set himself the task of writing a readable novel round it. As with talking dogs and preaching women, the wonder is not that he does it so well, but that he does it at all. I shall hope to read another work from Mr. Steele in time which makes less demands on himself and on the still essential reader.

IN THE BALZAC EXHIBITION ORGANISED IN PARIS BY THE BIBLIOTHÈQUE NATIONALE: This caricature portrait of Balzac by Benjamin Roubaud is one of many exhibits in the centenary exhibition which has aroused much interest in the French capital. Balzac was born at Tours in May 1799, and when he died at the age of fifty-one, in August 1850, he left behind him an astonishing record of life in town and country in France in the days of the restored Bourbons. His observation and imagination have seldom been equalled, and his sustained output has been the admiration of every important writer since his day.

Mr. Liam O'Flaherty is scarcely a prolific writer, and INSURRECTION (Gollancz. 9s. 6d.) is his first novel in four years and his second in fourteen. It is a story of the Easter Rising in Dublin in 1916, as seen from the point of view of a fighting man from Connemara, who doesn't quite know what's going on, but knows a scrap when he sees one, and is, he considers, fortunate in finding an officer to command him and to point the way to more and better shooting. Productive or not, Mr. O'Flaherty is a first-rate craftsman, and the excitement and tension of this book are undeniable.

Ireland inspires the next three books, too, though in contrasting ways. Mr. Walter Macken, for instance, has written a novel, RAIN ON THE WIND (Macmillan. 10s. 6d.) about Galway and the Claddagh fishermen which has an admirable swing and rhythm, and which, although some might consider it over-emotional, does bring the weather and the talk of Western Ireland into sharp focus.

SUMMER IN ANOTHER WORLD (Gollancz. 18s.) is a book of enchantment for people who relish the quicter forms of discovery, and the gradual unfolding of a fresh and lovely country. Miss Evelyn Hardy bought a cottage in Ireland a few years ago, and this is the record of her first days there. Conditions were primitive—she had to put in both windows and a sink—but the scenery was of extraordinary beauty and her neighbours were friendly and helpful. There were even times when she found them too friendly, for having bought the little house for hard cash from two old men, she found it impossible to convince them that it was no longer their home, and they would wander in and out at any hour of the day or night with perfect complaisance.

TURF BENEATH MY FEET (Museum Press. 15s.) is Mr. Garry Hogg's record of a journey along the West Coast of Ireland, "sleeping rough," and going slowly enough to find new and unsuspected beauties even in that much-described land. "It is difficult, if not impossible," says the author, "to write of the West Coast of Ireland without being sentimental," and wisely he makes no such attempt.

The last General Officer Commanding-in-Chief of the Eastern Command, India, was Lieut.-General Sir Francis Tuker, and his reminiscences of the last two years of British rule, WHILE MEMORY SERVES (Cassell. 25s.), is both by its origin and by its intrinsic interest an important volume of history. Sir Francis, who began his Army career in 1914, brings the exactness and attention to detail of a soldier to his literary style, but he has also a wide vision and an unusual quickness of wit to contribute to the authoritative statements that make his book such an outstanding piece of work.

REPRINTS.—THE ORANGE FAIRY BOOK and THE OLIVE FAIRY BOOK, both by Andrew Lang (*Longman's Green*, each at 10s. 6d.). As the new editions have been set in a more readable type a few of the original stories have been omitted. Both are illustrated. THE SINGULAR ADVENTURES OF BARON MUNCHAUSEN (*Max Parrish*. 8s. 6d.) is a book specially edited for children. It includes all the stories by R. E. Raspe. The drawings are by Robert Hunt. Lewis Carroll's THROUGH THE LOOKING-GLASS AND WHAT ALICE FOUND THERE (*Max Parrish*. 9s. 6d.) contains the original illustrations by Sir John Tenniel in black and white, and eight scenes and figures in full colour by Hugh Gee. LONDON'S UNDERWORLD, edited by Peter Quennell (*William Kimber*. 18s.), contains selections from *Those That Will Not Work*, the fourth volume of *London Labour and the London Poor*. A vivid picture of the nineteenth-century London underworld.

THOMAS MERTON, PROSELYTE

AND THE SEQUEL TO "THE ROAD TO DAMASCUS"

For what reasons do men turn to the Roman Catholic faith? In *The Road to Damascus* Father John O'Brien produced a remarkable symposium, with such personalities as Evelyn Waugh, Clare Boothe Luce and Fulton Oursler, declaring the reasons for their conversion. Now Father O'Brien has produced THE ROAD TO DAMASCUS Volume II (W. H. Allen. 10s. 6d.), and here again the array of personalities and the array of reasons is diverse and impressive. Beyond doubt the most remarkable contributor to this sequel is Thomas Merton, the author of *Elected Silence*, that best-seller of a year or two ago, the young American-New Zealander who stepped out of this world into the arms of the Cistercian Brotherhood, and who now "enjoys" a worldly fame which he was very far from seeking. The reasons for that fame can be well understood, for in his brief contribution to this symposium Merton writes with power and passion, a deep-seated conviction which may well stir the reader to uneasy self-searching, and will beyond doubt arouse him to admiration of prose so clear and forceful allied to a belief so deeply sincere. In Thomas Merton the Roman Catholic faith has perhaps its most influential modern proselyte, for his incomparable gift of language stands at the service of the faith of his adoption.

Brassey's Naval Annual has for over sixty years been a hardy annual of the greatest importance to students of strategy and tactics upon the sea, and those who would keep in close touch with the navies of the world. Now it is no more; and Brassey appears in a new, more comprehensive and even more worth-while guise, under the title of BRASSEY'S ANNUAL: THE ARMED FORCES YEAR-BOOK 1950 (William Clowes. 50s.). In introducing the new volume, Rear-Admiral H. G. Thursfield, the Editor, who is also Naval Correspondent of *The Times*, emphasises that the existence of an annual devoted to one Service alone, to the exclusion of the other two, except by incidental references, has become an anachronism. Searching into the past, Rear-Admiral Thursfield shows how Army and Navy were ever dependent upon each other in time of war, lessons which they inevitably forgot in the years of peace. Nelson, Cornwallis and Collingwood, who kept watch so steadfastly upon Napoleon's Navy, are cited as having been full-scale collaborators with Wellington in encompassing French defeat, and Wellington himself in the Peninsular War was under no illusions, Rear-Admiral Thursfield asserts, regarding the amphibious character of his campaign. Once the Corsican Ogre was behind bars, however, the Army and Navy drifted apart, and so it seems it has always been. The original *Brassey's Annual* was founded by the first Lord Brassey to put an end to public oblivion regarding the nation's dependence upon sea-power. It served its purpose well, and now Brassey's starts off with a new mission, the preservation of inter-Service collaboration. The 1950 issue is notably comprehensive as regards all three Services.

Two illustrated books of special interest are Cyril E. Murrell's FROM THE PILOT'S SEAT (Chapman and Hall. 25s.) and Leonora Collins's LONDON IN THE NINETIES (Saturn Press. 21s.). Both have point and purpose. Mr. Murrell's views of England and Wales from the air are a delight, and, incidentally, they are full of surprises, as witness the view looking along the nine miles of the Malvern Hills; and the contrasting pictures of Plaistow, a suburb of the old order, and Hampstead, the first garden city. No less instructive are aerial views relating to such antiquities as the Roman amphitheatre at St. Albans and Hadrian's Wall. There are hidden beauties, too, in the configuration of many of our cathedrals, beauties which only the airborne have an opportunity of appreciating. *London in the Nineties* is equally fascinating in its own way, and the highlight is perhaps the double-page picture of the Strand viewed from the Golden Cross Hotel. What a chaos of traffic it was, with hansom cabs, brewers' drays and horse buses all struggling for right of way. There is not a bicycle to be seen.

Erik Hesselberg, who was the navigator member of the famous Kon-Tiki expedition, which sailed by raft across the Pacific from South America to Polynesia, has produced a fine volume of drawings entitled KON-TIKI AND I (Allen and Unwin. 9s. 6d.). They are personal impressions of the great expedition, during the course of its organisation in Peru, and during the long perilous days at sea when the adventurers endured so much hardship and enjoyed for all their pains such a wealth of new experiences.

Two illustrated volumes for ballet enthusiasts are Gordon Anthony's MARGOT FONTEYN (Phoenix House. 12s. 6d.) and BARON AT THE BALLET (Collins. 30s.), the latter a superb set of pictures, some of them in colour, by one of our leading photographers.

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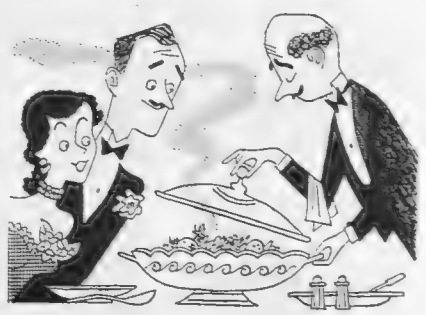

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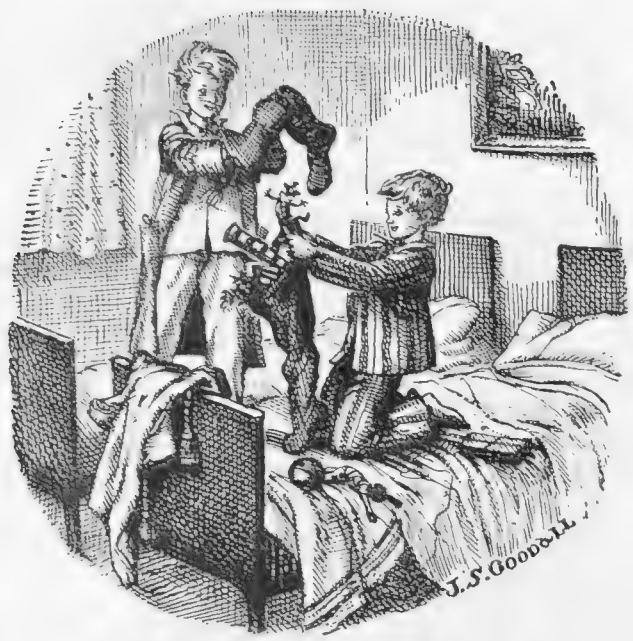

December

The Midland Bank will soon publish its Report on the past year of business, the one-hundred-and-fifteenth to be issued. The Balance Sheet figures for December 31 will reflect the confidence reposed in the Bank by hundreds of thousands of customers in all parts of England and Wales. Some are great industrial concerns handling millions of pounds each year: others are customers with private or savings accounts for personal expenditure; to all, we extend greetings and good wishes for a happy Christmas.

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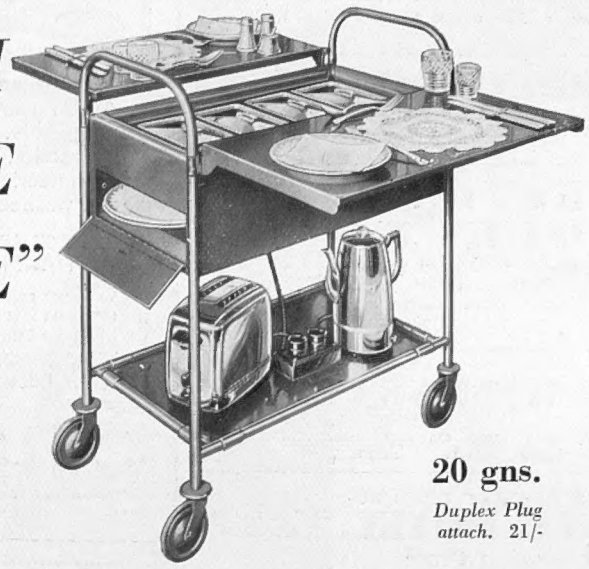

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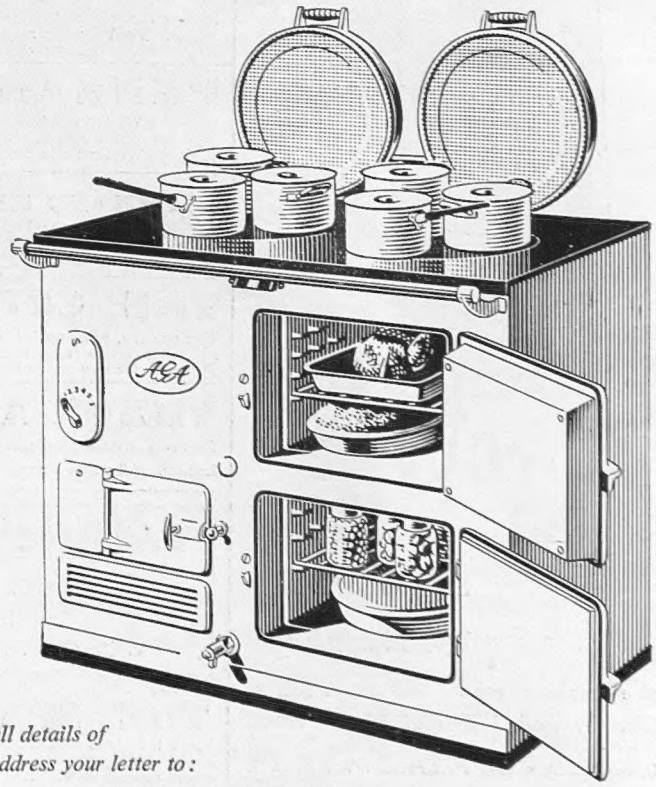

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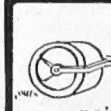

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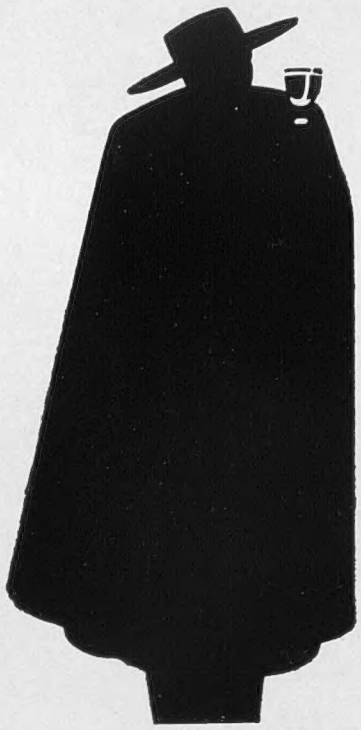

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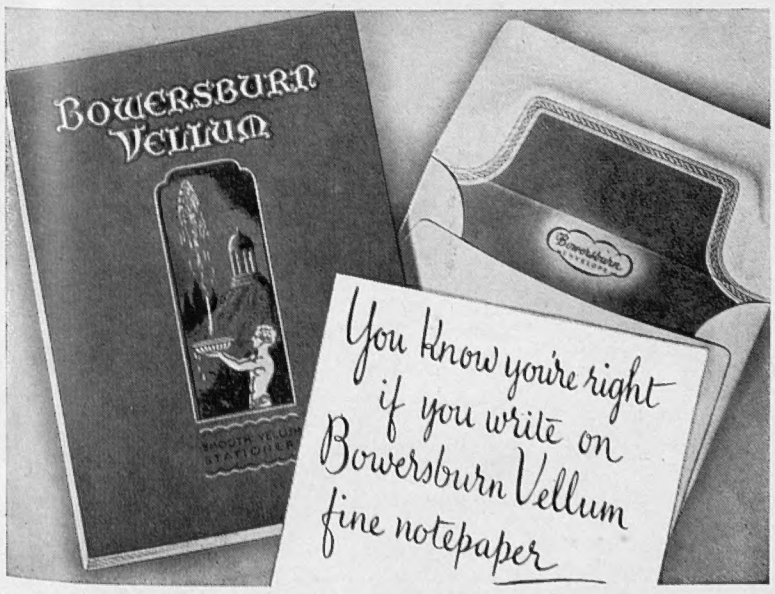

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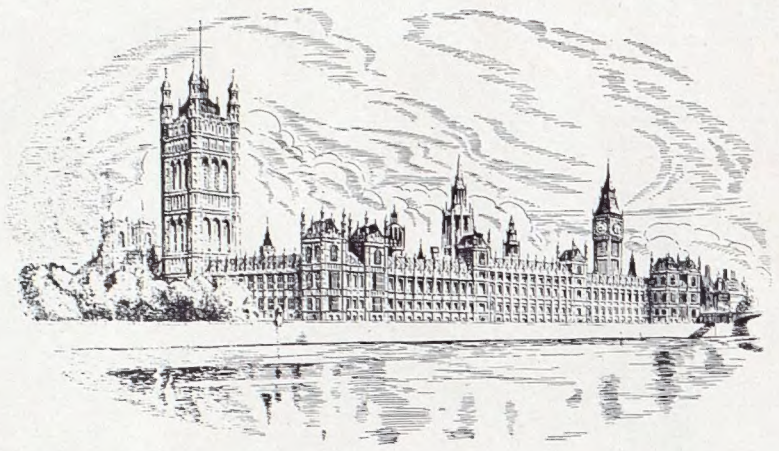

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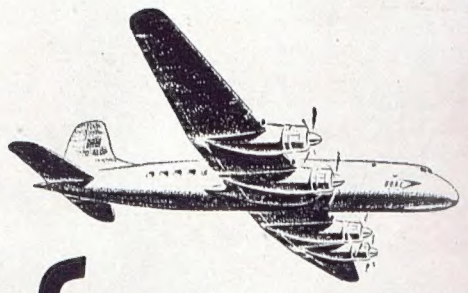

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